VISION NORWALK

The City of Norwalk General Plan

City of NORWALK

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City Council

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Prepared by

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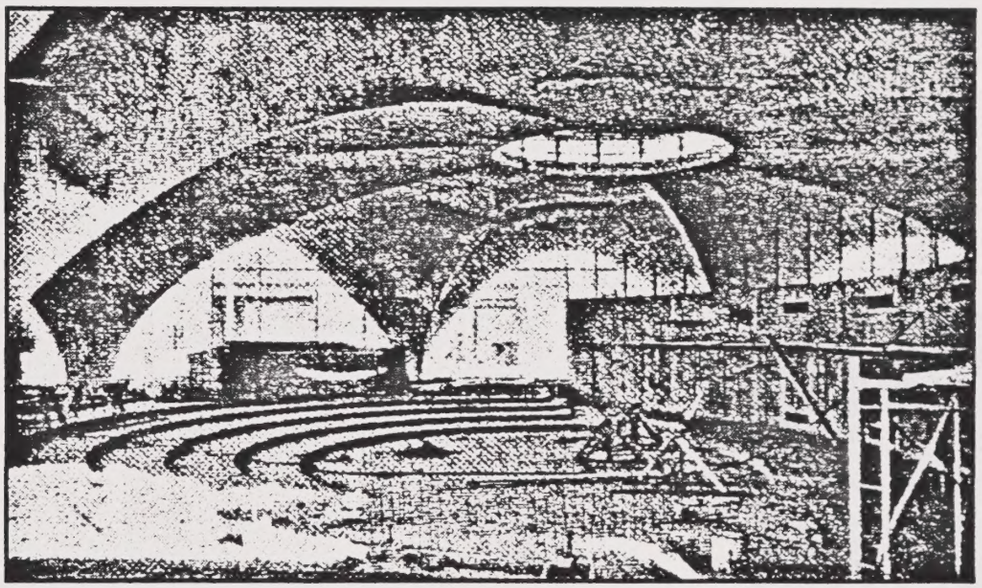
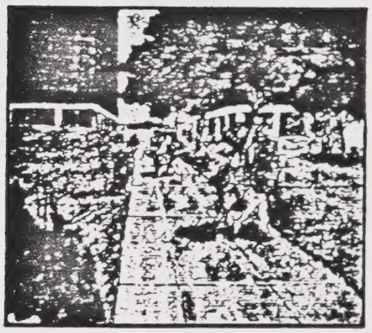


I see that my steadfast desire was alone responsible for whatever progress or mastery I have made. The reality is always there, and is preceded by vision. And if one keeps looking steadily the vision crystallizes into fact or deed.

- Henry Williams
American writer
(1890-1980)



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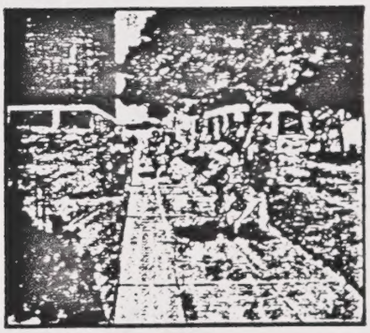
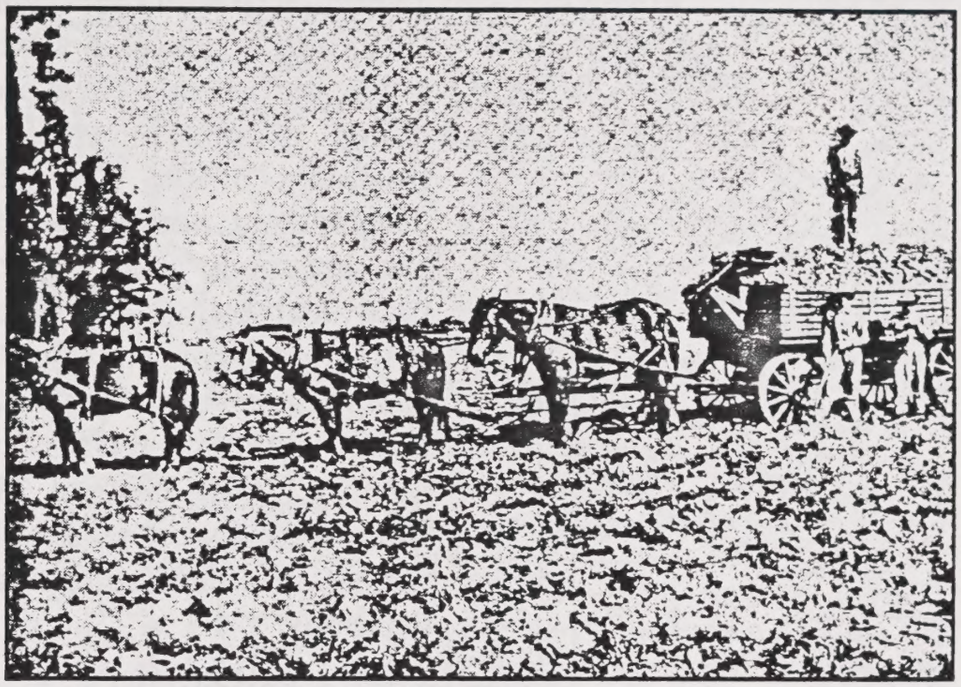


ABOUT THE GENERAL PLAN

The City of Norwalk General Plan

SECTION 1
About the General Plan



Sugar Beet Farm, City of Norwalk, early 1900's

1. Purpose

The beginning of the development of the Norwalk community can be traced to the establishment of Norwalk Station by the railroad in 1874, and the subsequent recording of a tract map in 1877 for the town site. Following years of rapid growth, Norwalk became a city on August 26, 1957. Since that time, the City of Norwalk, which now comprises about 9.35 square miles, has continued to grow and develop into a prosperous and culturally rich community of over 90,000 residents. The future will bring to Norwalk new challenges and opportunities, and it is the purpose of this General

Plan to help decision makers address critical issues impacting the City.

The Norwalk General Plan articulates a vision that gives direction to the long-range development of the City, and serves as a stimulus and guide to future public and private decisions. The General Plan is a policy document which represents the official statement of the City of Norwalk regarding the development needed to achieve its social, physical, and economic goals. Although it is comprised of individual sections, each dealing with a particular area of planning concern, the General Plan embodies a comprehensive approach in which the total range of urban concerns and issues are treated in an integrated manner. The General Plan is intended to be a framework for more detailed plans, or for making incremental development and plan implementation decisions.

Election workers tabulate votes for incorporation of the City of Norwalk, Tuesday, July 23, 1957

2. Authority and Scope

Location Map of the City of Norwalk

California State law requires every city to prepare and adopt a comprehensive, internally consistent, long-term General Plan for its physical development (Government Code Section 65300, *et seq.*). Functioning as the foundation on which all future land use decisions will be based, the General Plan serves as an important guide for local decision makers.

The General Plan should be an internally consistent and compatible statement of policies for the legislative body. A General Plan establishes development policies which set forth objectives, principles, and standards.

It must include seven elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. It may also include any other elements, or address any other subjects, which, in the judgment of the legislative body, relate to the development of the City. Therefore, its format may consist of a single document, or a group of documents relating to subjects or geographic segments of the planning area.

3. General Plan Structure

The Norwalk General Plan has been formatted to address the very specific and unique needs of the City. The four principal components of the Plan are described as follows:

a. Vision Norwalk

Vision Norwalk is a preamble to the General Plan, which provides a "big picture" concept of the future direction of the City. Vision Norwalk declares the general intent of the City toward its future long-range development and prosperity. Vision Norwalk provides broad direction for the City's evolution, and is intended to serve as a reference for future decisions.

b. Area Plans

Area Plans have been developed for specific geographic areas of the City which are likely to play a significant role in the City's future. Due to the changing needs and forces acting upon them, these areas are in need of more focused planning solutions and strategies.

It should be noted that Area Plans are planning policy documents that are part of the General Plan. However, an Area Plan need not address each of the General Plan's required elements, as long as the General Plan already satisfies these requirements through the Citywide elements.

For each of the Area Plans, a "vision" is presented of what that area could become. This is followed by a discussion of the economic development concept, the designated land uses, the urban design concept, existing historic and cultural resources, circulation, infrastructure, and, finally, a discussion of the Plan's objectives, policies and implementation programs.

c. Opportunity and Special Site Studies

Opportunity and Special Site Studies are similar to Area Plans, except that they generally encompass specific sites or smaller geographic areas. For each Special Site Study, there is a discussion of the underlying issues and opportunities, recommended land uses, objectives and policies, and implementation programs.

d. Citywide Elements

The Citywide elements include the seven elements required by the State, as well as three optional elements. Once adopted, an optional element becomes an integral part of the General Plan. It has the same force and effect as the mandatory elements, and must be consistent

with the other elements. The Citywide elements included in the General Plan are summarized as follows:

- **Land Use** - The Land Use Element designates the general distribution and intensity of uses of the land for housing, business, industry, open space, education, public buildings and grounds, and other categories of public and private uses. The Land Use Element also establishes standards of population density as well as the building intensity for the various land uses identified.

- **Circulation** - The Circulation Element is correlated with the Land Use Element, and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public transit facilities.

- **Housing** - The Housing Element is a comprehensive assessment of current and projected housing needs for all segments of the community, and all economic groups. In addition, it embodies policy for providing adequate housing and includes action programs for this purpose.

- **Conservation** - The Conservation Element addresses the conservation, development and use of natural resources such as water, forests, soils, rivers, and

mineral deposits.

- **Open Space** - The Open Space Element details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, public health and safety.

- **Noise** - The Noise Element identifies and appraises noise problems within the community, and helps to guide land use decisions.

- **Safety** - The Safety Element establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, fire, and other urban hazards.

- **Community Design** - The Community Design Element explores issues related to the visual environment. Whereas the majority of General Plan elements focus on functional design issues, this element establishes that the City is also concerned with the aesthetic form of development.

- **Educational and Cultural Resources** - The Educational and Cultural Resources Element is an assessment of the educational and cultural resources of Norwalk. It provides policies for the preservation and enhancement of these resources.

- **Utility Infrastructure** - The Utility Infrastructure Element addresses the issues related to the City's infrastructure capacity, and establishes policies for the maintenance of existing facilities and the provision of new facilities.

4. Implementing the General Plan

Achieving the "vision" outlined in the General Plan requires consistent and thorough implementation of the goals, objectives, policies, and programs contained within. The City of Norwalk may use a variety of tools to implement the General Plan including, but not limited to:

- Police Powers (Regulatory)
  - Specific Plans
  - Zoning Ordinances
  - Subdivision regulations
  - Park dedication requirements
  - School dedication requirements
  - Review and regulation of Conditional Use Permits, Zone Variances, Subdivisions, and other land use entitlements
  - Housing and building regulation
  - Code Enforcement
  - Environmental Procedures
  - Design Review

- Corporate Powers (Acquisition and Development)
  - Construction of streets, roads, water and sewage treatment facilities and other public works improvements.

- Acquisition and development of parks
- Acquisition and development of sites for low to moderate income housing
- Purchase of development rights and scenic easements
- Establishment of policies governing the timing of improvements to public services
- Creation of development corporations

- Others
  - Redevelopment
  - Development Agreements
  - Intergovernmental coordination
  - Public information
  - Data Management
  - Cooperative arrangements with private sector

In essence, every decision and action within the City is an opportunity to further the goals and objectives of the General Plan. Where any project, activity, or issue appears to conflict with the General Plan, the item may be submitted to the Planning Commission for their review and consideration.

5. Maintaining the General Plan

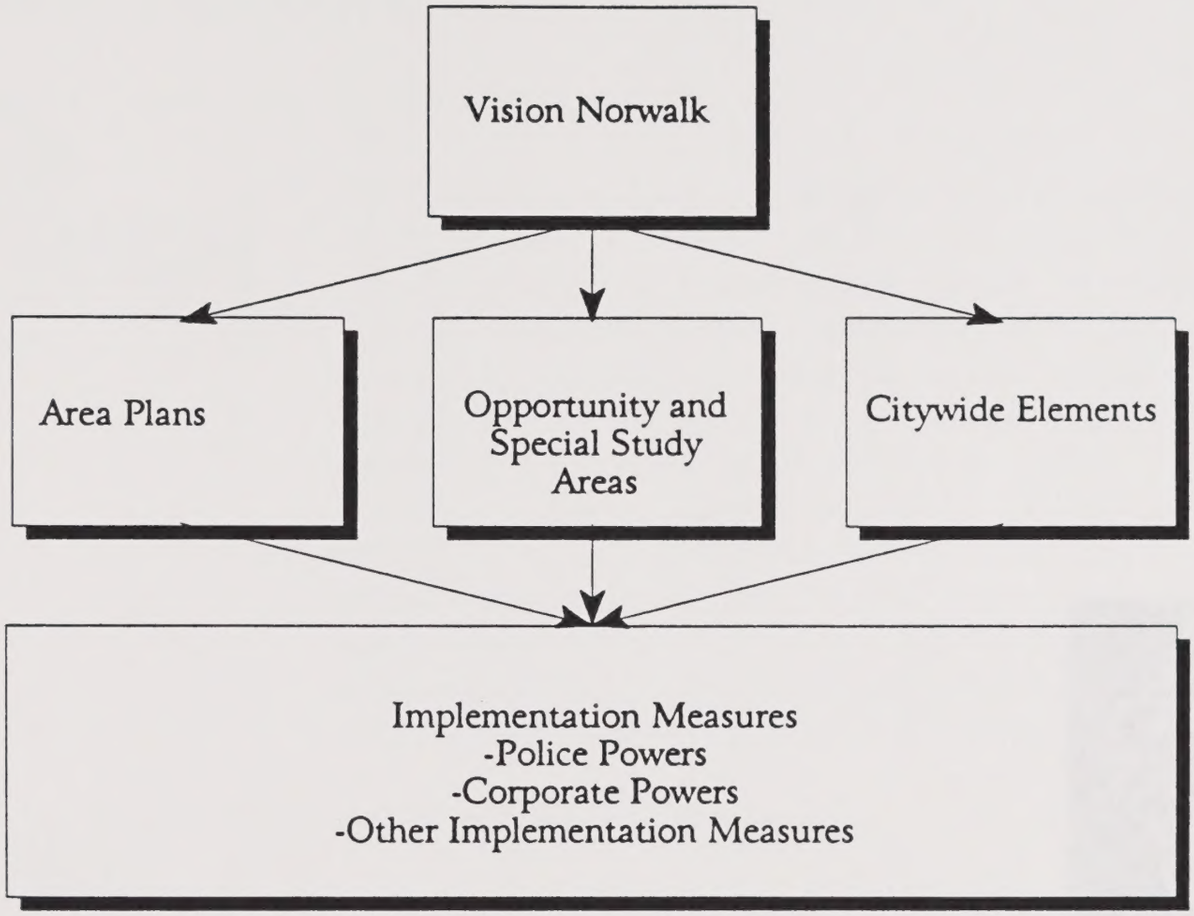
The basic underlying concept behind the General Plan is that the Plan is a "living document", which is continuing, comprehensive and cohesive. This process requires the Plan to be reviewed on a systematic and timely basis. Section 65400 of State Planning and Zoning Law requires that, after the legislative body has adopted the General Plan, that the planning agency do the following:

- Investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the General Plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the General Plan.

- Provide an annual report, by October 1 of each year, to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development, regarding: the status of the plan and progress in its implementation; and the degree to which the General Plan complies with guidelines developed and adopted by the State Legislature, and the date of the last revision to the General Plan.

Such a review would measure progress toward achievement of the Plan's goals and evaluate program performance. It would also provide an opportunity to review and re-evaluate goals, objectives, and policies, in light of trends and new opportunities. In this manner, each succeeding review of the General Plan would provide for not only its updating for relevance, but also for further refinement of the Plan. Successful implementation of the General Plan requires that the viewpoints of citizens be accurately represented. Their participation is critical for the collection of information, and formulation of effective and realistic policies and implementation measures. For this reason, extensive public participation must be an integral part of every future update.

GENERAL PLAN STRUCTURE



VISION NORWALK

The City of Norwalk General Plan

SECTION 2
Vision Norwalk

A City with Focus

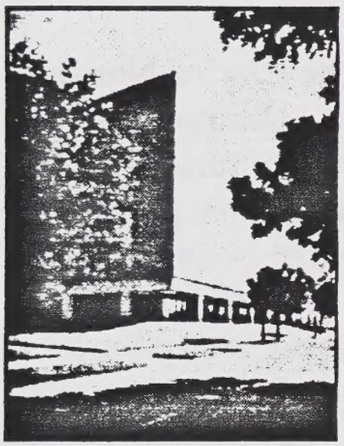
Building on the rich heritage of the City of Norwalk, "Vision Norwalk" provides a glimpse of the community's evolution and growth into the 21st Century. It is a vision which embraces economic prosperity, community enrichment, and expanding opportunities. Ideally situated in the center of the Los Angeles Basin, midway between Los Angeles and Orange County business centers, the City of Norwalk is positioned to emerge as an important regional destination point. The unique social, physical, and economic characteristics of the community will serve as the catalysts for building the 21st Century Norwalk, which will be a community defined by its distinct residential neighborhoods and clearly identifiable commercial centers.

A City of Neighborhoods

The basic building block of the Norwalk lifestyle will be the residential neighborhood, where residents will enjoy nearby parks, schools, and commercial conveniences for daily living. As self-sufficient components of the City, these neighborhoods will provide places to interact and establish social relationships within a distinctive physical setting.

While some neighborhoods will be enriched by a historical landmark, others will be dominated by certain architectural features or, perhaps, characterized by their location adjacent to a freeway or shopping area. Neighbors will be linked together, not only by their stewardship over common interests and concerns, but also by the commercial and

recreational facilities that they share. In this sense, 21st Century Norwalk will be recognized not as a conglomerate of over 90,000 people but, instead, as a mosaic of neighborhoods, each with its own interesting set of characteristics.

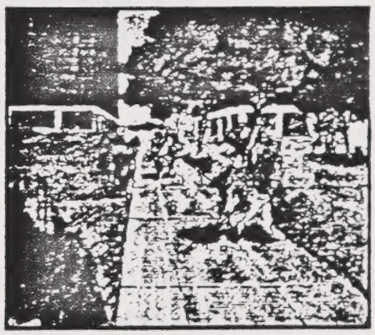


A City of Commercial Centers

While residential neighborhoods will foster a sense of belonging and community pride, the focal points of the community will be the prosperous and dynamic commercial centers. Residents from the various neighborhoods, and from other cities, will converge in Norwalk, where they will find employment, shopping, and entertainment arranged in exciting and convenient settings. Like residential neighborhoods, commercial uses will be synthesized to create unified shopping and employment areas, each area possessing its own market niche and unique physical qualities. These commercial centers will be linked and clearly organized to propel the 21st Century Norwalk into a successful future.

Attaining the Vision

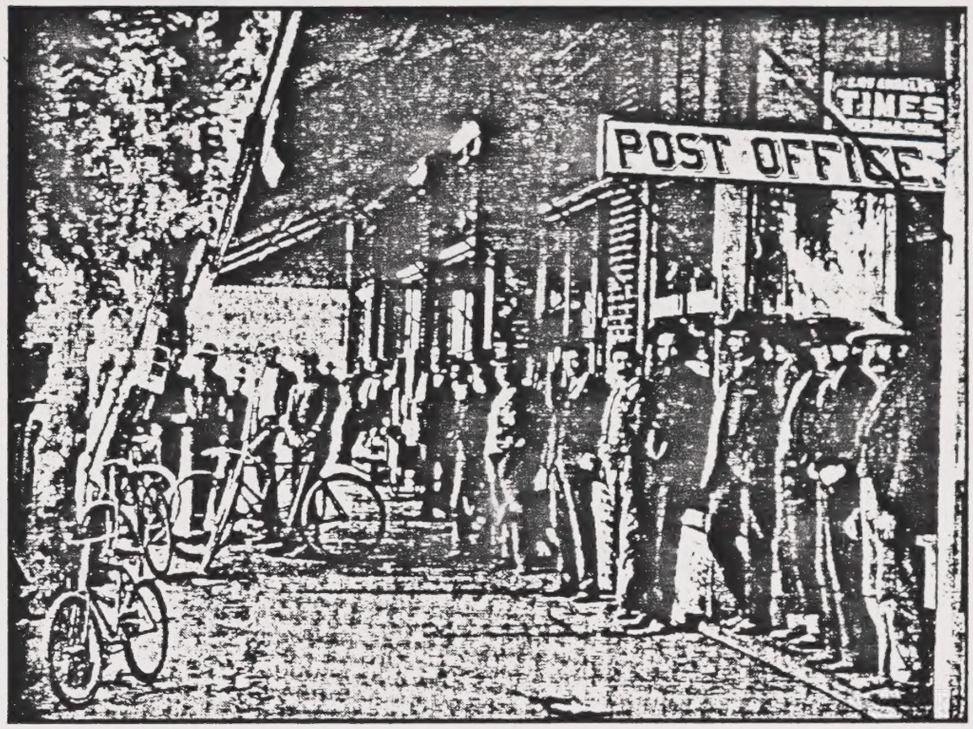
"Vision Norwalk" provides a snapshot of Norwalk in the 21st Century. The goal of the Norwalk General Plan is to attain this vision through specific policies and programs, aimed at promoting neighborhood and economic development in Norwalk. Through implementation of the various area plans, opportunity and special site studies, and Citywide elements, the vision of the City of Norwalk, as a City of Neighborhoods, and a City of Commercial Centers, can be realized.



AREA PLANS

The City of Norwalk General Plan

SECTION 3
Area Plans



Front Street, 1890's

Certain areas of Norwalk have the potential to profoundly effect the future social, physical, and economic development of the City. Due to their location, size, accessibility and development potential, these areas require a more focused assessment of planning, urban design and economic opportunities and implementation strategies. To deal with these issues, Area Plans have been prepared for carefully defined segments of the City.

The Area Plans enumerate specific recommendations aimed at creating distinctive environments which will sustain the economic viability of Norwalk, and enhance the quality of life for its residents.

A. City Center Area Plan

1. Vision of the City Center

Easily accessible by public transit and by freeway, Norwalk's City Center will command a regional presence as a highly desirable professional office center. Employees, residents and visitors will be able to take advantage of the convenient Transportation Center which will link Norwalk to most of the Southern California region, including Downtown Los Angeles, the City of Long Beach, and Los Angeles International Airport. City Center will be distinguished by its quality architecture, park-like setting, and its extensive network of attractively landscaped pedestrian walkways. Complementary uses such as restaurants, shops, conference facilities,

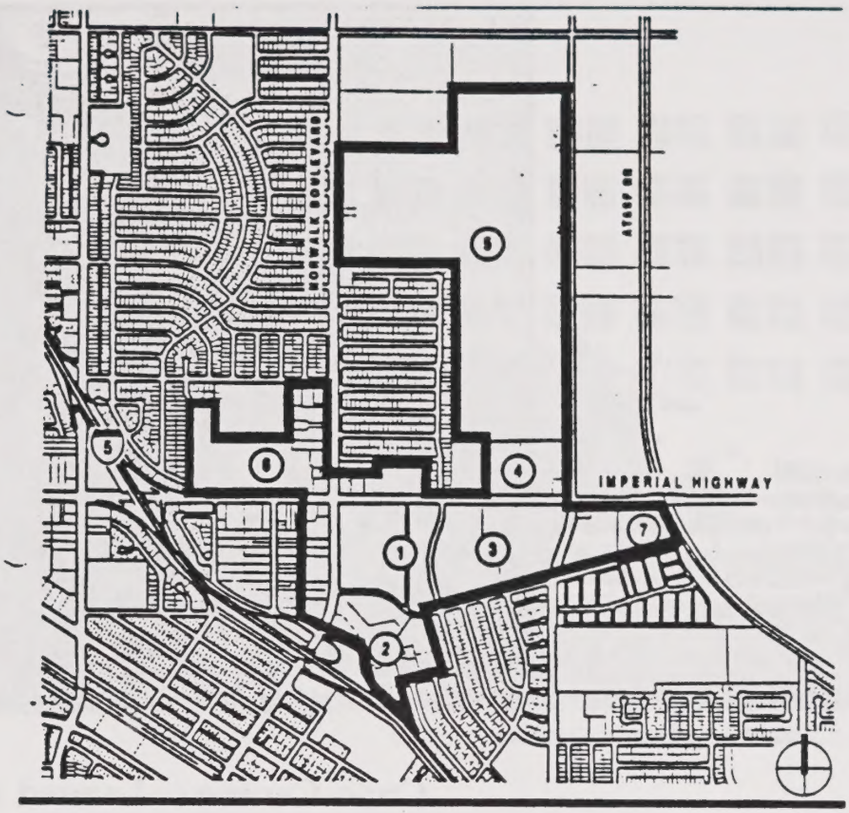
and an entertainment complex help make City Center an economically competitive and dynamic place, designed to serve both the business community and the public.

In essence, City Center will be a place where business, government, cultural and public amenities will be integrated. City Center will function as a genuine civic center, a place belonging to the citizens of Norwalk.

2. Economic Development Concept

City Center will be the economic heart of Norwalk. Economic studies indicate that City Center has the potential to become a strong subregional retail/ commercial office core. The I-5 Freeway, the I-105 Freeway, and the convergence of commuter rail lines at the Transportation Center will stimulate additional demand for quality and easily accessible office space. The existence of several County offices in Norwalk may also increase the propensity of other government administrative offices to locate there.

The mix of professional offices, retail stores, civic facilities, entertainment facilities and public amenities will create a unique mixed-use center. Synergistic relationships between each component of City Center will result in mutual economic benefits. In turn, the economic vitality of the Center will generate a vibrant work environment, and a long term revenue stream for the City.

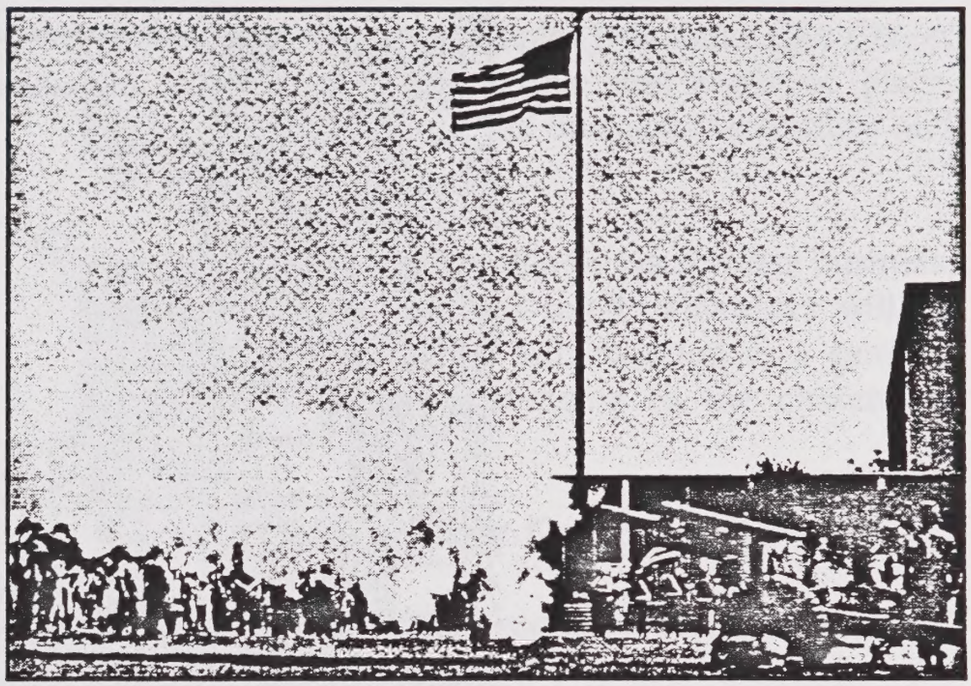


LEGEND

1. Civic Center
2. Norwalk Entertainment Center
3. Professional Office Site 1
4. Professional Office Site 2
5. Metropolitan Hospital
6. Paddison Square/Paddison Ranch
7. Transportation Center

3. Land Uses

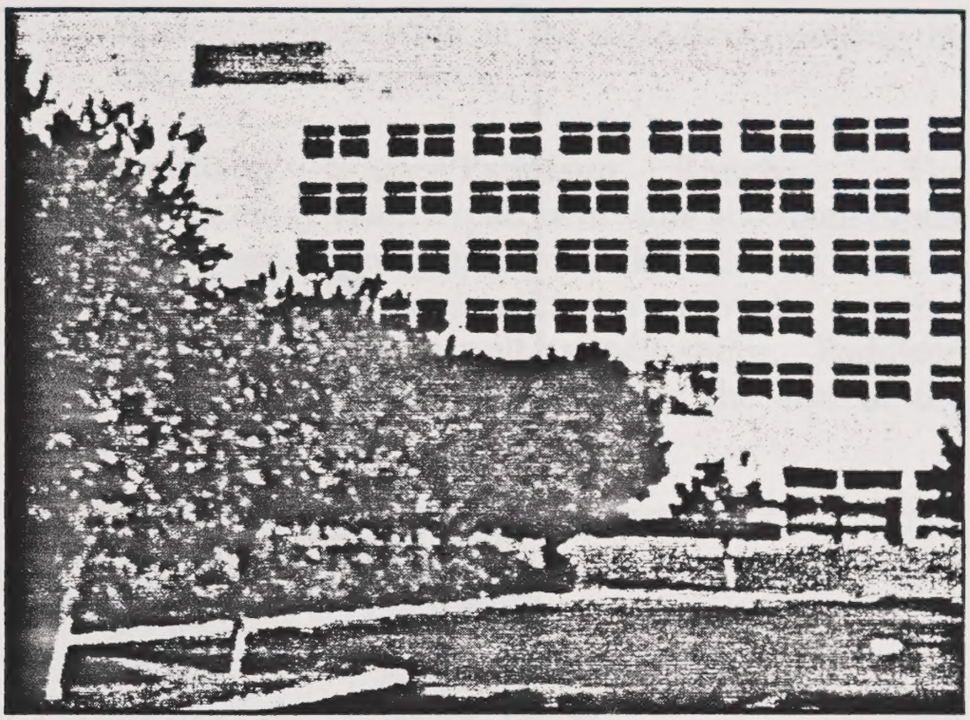
City Center will have a mix of compatible land uses. Some of the important sites within City Center are:



Celebration of the nation's 200th birthday on the Civic Center Lawn, 1976

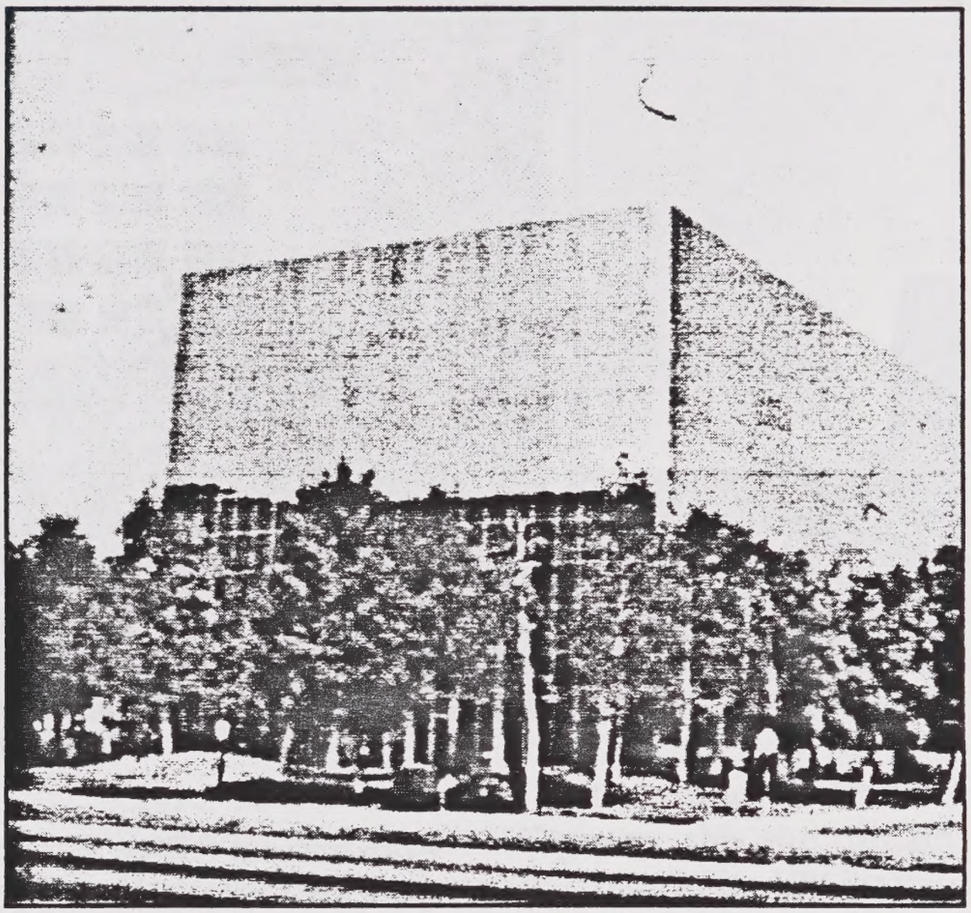
Civic Center: Located at the corner of Norwalk Boulevard and Imperial Highway, this site contains Norwalk's City Hall and the County Sheriffs' Station, Library and Superior Courthouse. This site has the opportunity to be developed into a major civic facility with new office buildings and cultural facilities.

Norwalk Entertainment Center: Located at the intersection of Civic Center Drive and Norwalk Boulevard, this site contains a hotel, 20-screen theater, and multi-family development. The site has the potential to become a major office, entertainment and conference center, with cinemas, restaurants, and shops. Uses should complement the existing hotel and theater, and uses throughout the rest of City Center.



Office building occupied by Bechtel Corporation

Professional Office Site 1: Located directly east of the Civic Center, between Imperial Highway and Civic Center Drive, this site is occupied by Bechtel Corporation and the County Recorder, County Clerk, and County Registrar of Voters.



Office building occupied by GTE

Professional Office Site 2: Located on Imperial Highway, at the northeast corner of the intersection of Imperial Highway and Bloomfield Avenue, this site is presently occupied by one building. As a long-term strategy, this site is envisioned to be developed with additional office space.

Metropolitan State Hospital: This historic site located on Bloomfield Avenue contains hospital facilities interspersed within a significant amount of open space. This property has significant development potential. A professional or mixed-use project could conceivably be integrated with existing historic structures, preserving Norwalk's historic and

cultural heritage while at the same time fostering the City's economic growth.

Paddison Square/Paddison Ranch: The Montgomery Ward department store and retail center at Imperial Highway and Norwalk Boulevard could be combined and expanded to provide another department store as well as mall shops. Paddison Ranch is situated immediately to the east of the shopping center.

City of Norwalk/Santa Fe Springs Transportation Center

Transportation Center: Located between Civic Center Drive and Imperial Highway, the Transportation Center serves the MetroLink network and the Metro Green Line. Pedestrian and vehicular access to and from this site will be safe and convenient. The Transportation Center is integral to the success of City Center. Public and private transit facilities and uses are encouraged to locate in convenient proximity to the Transportation Center.

Convenience Commercial Centers: Convenience commercial centers are presently located along Imperial Highway. They provide necessary convenience stores, restaurants, and other goods and services to passers-by, nearby residents, and City Center users traveling to and from work.

Multi-Family Projects: Multi-family residential redevelopment projects are located within the City Center, as well as just outside its boundaries. These multi-family developments provide convenient housing for people working in City Center, and for people who would like to take advantage of public transit facilities. This population will help create the active environment envisioned for the City Center.

4. Urban Design Concept

Embodying the garden-office concept, development of the City Center will consist of widely spaced mid- to high-rise structures with extensive landscaping. Well defined pedestrian walkways will link all components of City Center, and pedestrian-scaled amenities, such as public art, street furniture, waterscapes, and plazas, may be incorporated into the fabric of City Center. Buffering mechanisms such as berms, landscaping, and fences may be used to protect neighborhoods from traffic and other possible development impacts.

Urban design guidelines may be established for the City Center. The guidelines may address:

- Harmonious architectural design and quality materials.
- Site planning guidelines to create a cohesive

project.

- A network of pedestrian walkways to link components of City Center.
- A comprehensive Landscape Plan to give identity to the area.
- Decorative pavements, art work, waterscapes, seating, lighting and other amenities to create a safe and inviting pedestrian environment.
- Screening of parking areas and structures to diminish impacts.
- Buffers between office, commercial and residential uses to protect residences from adverse impacts.

5. **Historic, Civic and Cultural Resources**

The City Center area contains the following places and structures which are important to the historic, civic and cultural heritage of the City:

City Hall: City Hall is located on Norwalk Boulevard near Imperial Highway. Built in the 1960's, with a colorful tile facade and an interior courtyard, this distinctive building is the center of City government activity and community services. The expansive lawn area, adjacent to City Hall, provides a place for cultural activities, and can also serve as open space for the surrounding professional office uses.

County Facilities: Located near City Hall are existing County facilities: a regional branch of the

County Library, the County Courthouse, the County of Los Angeles Registrar-Recorder and Clerk, and a Sheriffs' Station. These facilities form a core of County governmental activity and service.

Paddison Farm: The Paddison Farm property is located on Imperial Highway and Zeus Avenue. Established in 1879, this farm and its Victorian farmhouse reflect the ambience of rural life in Southern California a century ago. It was included in a cultural resource survey of more than 500 Los Angeles County historic sites and is also registered as a National Historic Place.

These places and structures are important to the residents of Norwalk, as a reminder of Norwalk's historic and cultural heritage. Government buildings and complexes are the embodiment of civic identity. Historic places such as Paddison Farm provide the means by which residents can recall and celebrate their past. Together, these places help form and strengthen Norwalk's identity - past, present and future.

6. Circulation Concept

a. Public Transit

Public transportation will serve as the catalyst for the future development of City Center as a major business center. Existing and anticipated transit facilities are summarized as follows:

Transportation Center
Recognizing convenient transportation as a major attraction to the business community,

Norwalk has developed an exciting concept for a regional transportation center within City Center. The Transportation Center will connect two major rail lines: the Metro Green Line and the MetroLink commuter rail network, thereby increasing the City's regional accessibility and providing an alternative mode of transportation for employees, residents and visitors.

- **Commuter Rail Line**
  The MetroLink commuter rail network provides access to Orange, San Diego, Riverside, San Bernardino, Los Angeles, and Ventura Counties.

- **Metro Green Line**
  The Metro Green Line is a 23-mile light rail line that runs for 17 miles along the median of the I-105 Freeway. It links Norwalk to El Segundo and Los Angeles International Airport.

- **Bus Lines**
  City Center is conveniently served by several bus lines operated by the Los Angeles County Metropolitan Transportation Authority (MTA) and the Norwalk Transit System (Hustle Bus). Bus service is provided along Norwalk Boulevard and Imperial Highway. It is anticipated that these bus lines will continue to serve the area with potential expansion of services as demand necessitates.

- **Orange County Urban Rail System**
  The Orange County Transportation Authority (OCTA) is currently evaluating the feasibility of developing a light rail transit system, referred to as the Orange County Urban Rail System, to serve the Orange County area. OCTA is in the process of defining priority corridors and alignments for the system. The proposed Norwalk Transportation Center has been identified by OCTA as a possible connection point between the Orange County Urban Rail System and the Los Angeles County Metro Rail System.

b. Vehicular Circulation

A vehicular circulation network accommodating residents, employees, and visitors will be an important component of City Center's successful development.

Freeway System
Norwalk is extremely well served by a network of freeways which link it to the rest of the Southern California Region. The I-5 (Santa Ana) Freeway, the I-605 (San Gabriel) Freeway, and the I-105 (Glenn Anderson) Freeway all pass through Norwalk. In addition, the SR-91 (Riverside/Artesia) Freeway is located in close proximity to the southerly city limits. This freeway network provides convenient access to and from Norwalk, strengthening the City's potential as a major business center and providing opportunities

unmatched elsewhere in the area.

Street System
The following summarizes the existing principal streets and designations within the City Center area:

STREETS IN CITY CENTER	
Street	Designation
Imperial Highway	Major Highway
Norwalk Boulevard	Major Highway
Bloomfield Avenue	Major Highway
Civic Center Drive	Collector
Volunteer Avenue	Collector

Major highways are designed to accommodate a large volume of regional through traffic and, therefore, are important to the economic and physical development of the City. Imperial Highway, Norwalk Boulevard, San Antonio Drive and Bloomfield Avenue provide regional access into City Center. Major potential development sites such as the professional office sites, the Civic Center, Paddison Square, Norwalk Entertainment Center, the Transportation Center, and the Metropolitan State Hospital site have direct access to at least one of these streets.

A collector street's primary function is to connect regional and local traffic to larger streets such as major and secondary highways, and to provide access to residential uses. City

Center's two collector streets, Civic Center Drive and Volunteer Avenue, provide access to adjacent residential areas as well as to existing and potential development sites in the area.

c. Pedestrian Circulation

An extensive pedestrian circulation network is critical to the success of City Center. The goal is to reduce dependence on automobile use by providing convenient and attractive walkways for pedestrians. In addition to the standard provisions of sidewalks and wheelchair ramps on new and, where feasible, existing facilities, City Center will also provide an integrated interior pedestrian spine. This pedestrian spine will be a prominent feature of City Center, connecting all the components together.

7. Utility Infrastructure

The City of Norwalk recognizes that the success of City Center will depend on the ability to provide infrastructure to serve its planned growth. Therefore, construction of new infrastructure will be phased to accommodate future growth.

a. Sewer System

Sewage generated in the City of Norwalk is collected in City lines that feed into Los Angeles County Sanitation District trunk sewers. Some of these sewers originate outside the City and, therefore, carry flows from other outside sources as well as Norwalk. Currently, sewer lines serving City Center are located in

Imperial Highway, Civic Center Drive, and Norwalk Boulevard. A Sewer System Evaluation prepared in 1991 has identified some sewer capacity problems in the area, however, a majority of the area is served adequately. In particular, the sewer main serving the Metropolitan State Hospital may need to be upgraded upon development of the property.

b. Water System

City Center's water is provided by the Southern California Water Company (SCWC). Water lines serving City Center are located in Imperial Highway, Civic Center Drive, and Norwalk Boulevard. These lines are serving existing City Center users. In addition, a high pressure fire protection system served by the City's Municipal Water System provides supplemental water for fire protection for a portion of the system area.

c. Storm Drain System

Storm drains in the City of Norwalk are primarily under the jurisdiction of the Los Angeles County Department of Public Works. However, there are some storm drains under the City's jurisdiction. The storm drain system in City Center is adequately serving existing development.

d. Natural Gas

Natural gas is provided by the Gas Company,

which anticipates that growth in the City of Norwalk can be served by existing mains in the area. Additional natural gas can be provided to the City Center without any major impact on overall system capacity or service to existing customers.

e. ***Electricity***

Southern California Edison (SCE) provides electrical service to the City of Norwalk. Existing power tie-ins are adequate to meet the demand generated by existing land uses.

f. ***Telecommunication Infrastructure: Telephone/Fiber Optics and Cable Television.***

Telephone service to the City of Norwalk is provided by General Telephone (GTE) and cable television is provided by Charter Cable Television. Existing telecommunication infrastructure is adequate to serve City Center; however, anticipated office development in City Center will require a significant amount of additional telephone/fiber optic and cable television service. Operating as a regional center, City Center will require the latest in telecommunication technology.

g. ***Heating and Cooling District***

A heating and cooling district utilizing thermal energy storage within the City Center area may be considered to reduce the cost of heating and air conditioning for new and existing public/private office buildings.

8. Objectives and Policies

The following objectives and policies have been established to guide future development of the City Center area:

Objectives

- To establish City Center as a strong sub-regional center and concentrate efforts towards its economic and physical development.
- To provide for infrastructure improvements needed to support the physical development of City Center.
- To provide for efficient and diverse modes of transportation to support City Center.
- To provide for a balance of commercial, retail, and related supportive uses within City Center.

Policies

Land Use

- Encourage professional office development in City Center.
- Encourage and support, where appropriate, retail and entertainment development in City Center.
- Consider the establishment of urban design guidelines which will provide for an aesthetically pleasing, pedestrian-friendly, and

economically viable business core and which will encourage uses which are mutually supportive.

- Consider the use of City-owned property for uses which are revenue producing.

- Encourage complementary and appropriate land uses adjacent to public transportation stations and routes.

- Support or facilitate the construction of child care facilities in accordance with new development and based on need.

Historic, Civic and Cultural Resources

- Support the preservation of historic structures and places.

- Encourage the use of City Hall and other public facilities for community purposes.

Circulation

- Ensure City Center's continued and improved status as a major transportation hub.

- Continue to work closely with the Metropolitan Transportation Authority (MTA) to obtain funding for various transportation and circulation improvement projects, including the increase of headway times for the Metro Link Commuter Line and other public transit.

- Promote regulations and standards which

encourage developments to be functionally integrated with adjacent transportation facilities and networks.

- Encourage and/or require dedication and/or construction of appropriate facilities in support of the public transportation system.

- Encourage continuation of transit services for elderly and disabled persons.

- Coordinate with CALTRANS and the I-5 Consortium Cities Joint Powers Authority to implement necessary freeway improvements.

- Identify and evaluate the major right-of-ways requiring increased capacity and methods of mitigating traffic impacts resulting from specific City Center projects.

- Require projects to include adequate on-site parking and encourage joint use of existing private parking facilities for public use during off-hours together with joint development of public/private parking facilities.

- Minimize adverse circulation impacts on adjacent residential neighborhoods.

Utilities

- Identify mechanisms and fee structures which will enable the City of Norwalk to plan for and finance infrastructure improvements in accordance with new development.

- Continue existing programs to underground overhead utility lines using Public Utility Commission funds.

- Require new developments to install all on-site utilities and connections to distribution systems underground.

- Design and maintain public facilities so that associated noise, light, glare, or odors will not adversely affect nearby land uses.

- Promote water and wastewater conservation practices to reduce the water and sewage flows from existing and future developments.

- Encourage the continued development and expansion of telecommunications systems including cable television and, where feasible, fiber optics in the City.

9. Implementation Programs

- Discuss the preparation of a City Center Specific Plan to:

  - Establish specific development standards for a high quality office core development including allowable uses, building design, landscaping, streetscape, waterscape, signage, circulation and infrastructure.

  - Establish a network of pedestrian walkways to link components.

- Establish standards for the integration of public transit with developments.
- Determine the highest and best use of public property.
- Address alternative development options for the Metropolitan State Hospital site.
- Establish a phasing program for the development of City Center.
- Establish a plan to coordinate transportation demand programs.
- Provide guidelines for the preparation of development agreements, which may include, but not be limited to, procedures for Planning Commission participation.

- Consider the establishment of a Landscape Plan for all rights-of-way in City Center, pedestrian walkways, and open space areas which will support the purpose and intent of the Specific Plan.
- Discuss the establishment of a Public Transportation Facilities Program to ensure the coordination of all public transportation improvements and services, monitor the efficiency of existing facilities, and study the potential for additional facilities and/or services.
- Consider establishing a City Property

Management Program to identify the development potential of all City properties, the potential for joint-venture projects, to oversee the development of these properties, and to manage their operation and maintenance.

- Consider establishing a City Center Association composed of property owners and employers to address common issues such as parking, security, day care, public art, landscaping, etc.

- Discuss the development of a marketing program to attract uses deemed appropriate and desirable.

- Consider the establishment of a Capital Improvements Program to provide for the phasing and financing of capital and infrastructure improvements as necessitated by future growth. This Program could include the implementation of development fees, a community facilities district (Mello-Roos District), a special assessment district, an infrastructure financing district, or property tax increment financing.

- Investigate and determine the feasibility of fee programs for child care, housing and transportation.

B. San Antonio Village Area Plan

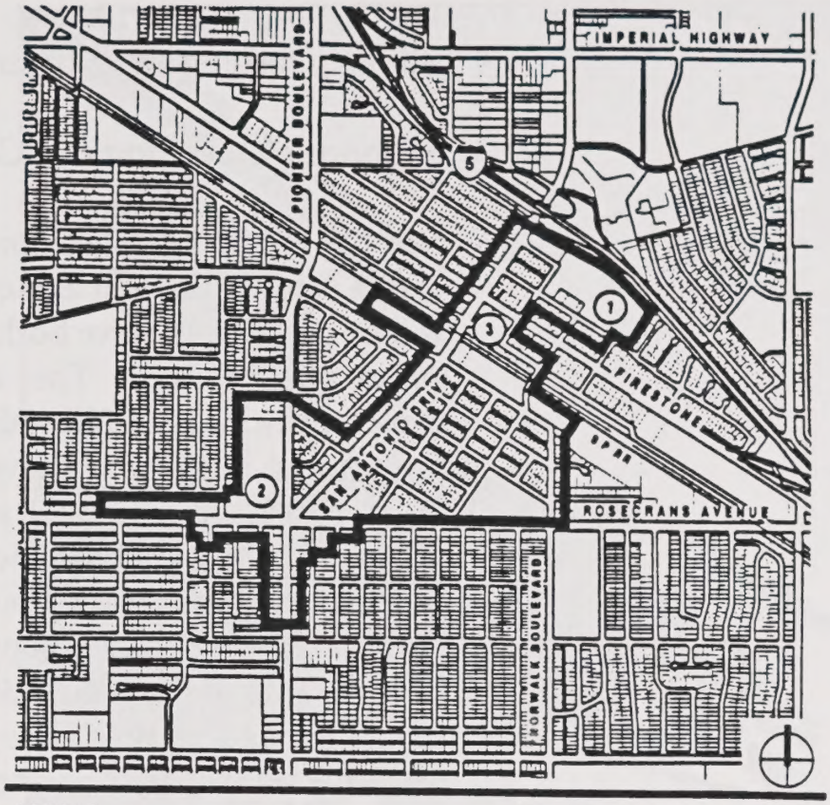
1. Vision of San Antonio Village

Located in the heart of Norwalk, San Antonio Village is envisioned as a unique place distinguished by its diverse mix of uses and attractive pedestrian environment. Shops, restaurants, and offices will be combined with cultural and recreational facilities to form a center of community activity. Whereas the City Centre will be the regional serving professional office and commercial center, San Antonio Village will act as the entertainment and cultural center of the community, providing residents with a place to see people, and to be seen. The well-knit fabric of eating places, amusements, entertainment and specialty

shops, in a well-lit and safe environment, will provide the center of public night life. The pedestrian scaled design and tree-lined streets will offer an ambiance that encourages evening strolls and family outings.

San Antonio Drive will form the spine of the Village area. This attractively landscaped street will become an important corridor linking the Norwalk Town Square Shopping Center, which anchors the southern end of the Village, to City Centre to the north.

The Village atmosphere will be derived from small-scale buildings, a mix of uses, harmonious architecture, and pleasant landscaping. The interesting streetscape and wide range of activities will maintain a high level of visual interest for pedestrians. San Antonio Village will also be noted for its many historic and community amenities. Historic Front Street will be reinvigorated as an economically viable shopping area. The Arts and Sports Complex in Norwalk Park, which features extensive cultural and recreational facilities, will continue to serve the Norwalk community. Also, a Senior Citizen Center and Senior Housing Tower will be located in the Village to serve active older adults, and young families in the area will appreciate an easily accessed child care center.



LEGEND

1. Norwalk Park
2. Norwalk Square
3. Front Street

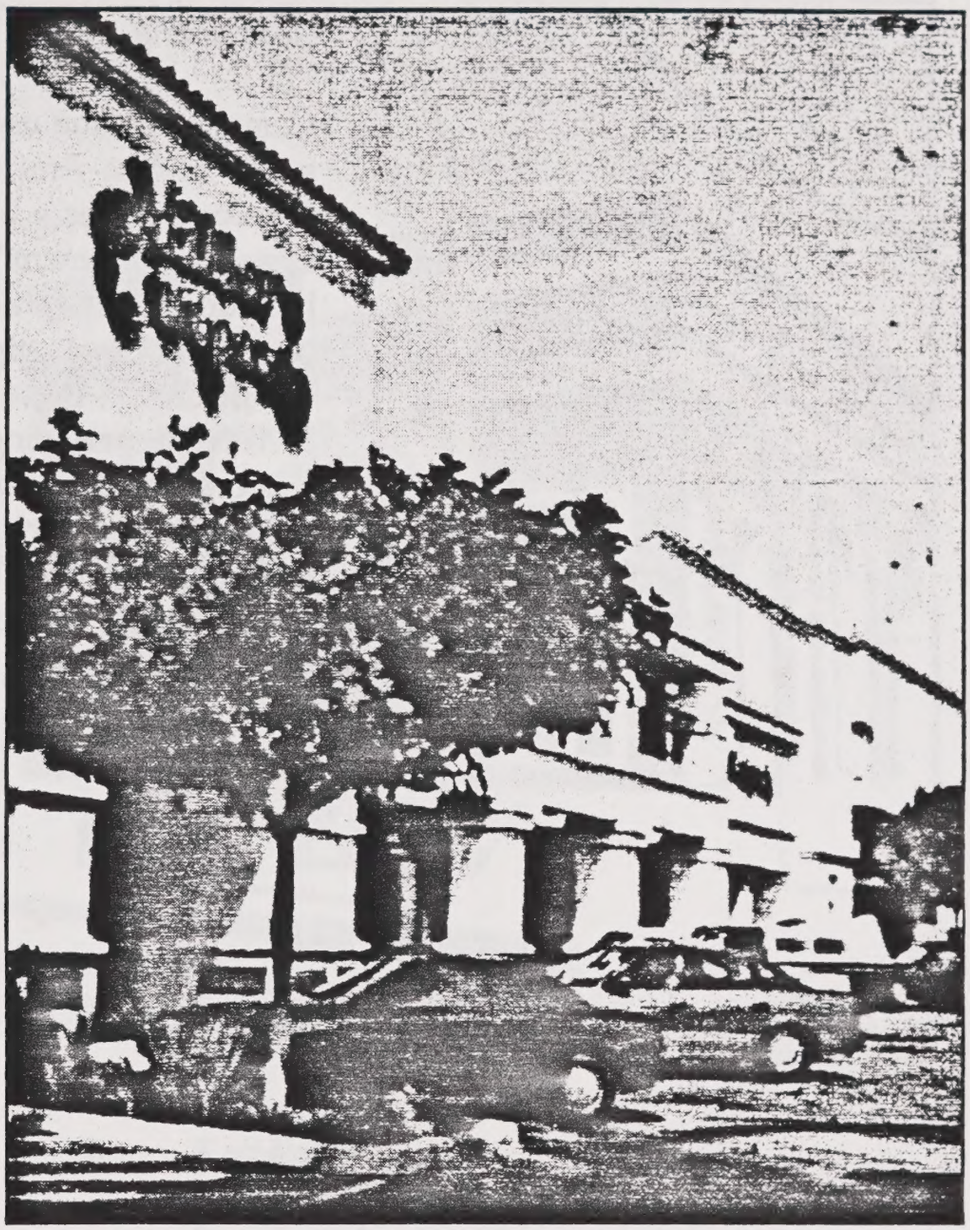
San Antonio Village is surrounded by existing residences which will be integrated into the fabric of the Village by a well-defined pedestrian network. Future commercial development will be carefully designed to respect adjacent residences, and new homes will be designed to complement the existing neighborhoods.

In the coming years, San Antonio Village will emerge as a unique and dynamic place to live and shop. Its vibrant environment will attract people of all ages and

will help foster a sense of community identity.

2. Economic Development Concept

San Antonio Village will provide Norwalk residents with a distinctive retail and commercial district. Uses will be oriented to serve both nearby residents and the wider community. The commercial district will consist principally of Norwalk Town Square Shopping Center and businesses along San Antonio Drive and Front Street. Residential and cultural uses will be integrated into this district to form a mixed-use environment which will support the commercial uses. Norwalk Town Square Shopping Center will continue to contribute to the economic vitality of Norwalk, and the economic revitalization of San Antonio Village will generate an increased revenue stream for the City.



Norwalk Square Shopping Center

3. Land Uses

San Antonio Village has three land use designations. These designations have been assigned to create a balance of uses required to create and maintain a vibrant community-oriented center.

a. Commercial

Commercial land uses should be tailored to the needs of San Antonio Village, which will be characterized as a pedestrian scaled, shopping and entertainment area. It is designed to include uses which are appropriate for community and neighborhood oriented shops. Traditionally, these types of uses complement each other, providing residents with a variety of choices to meet daily needs of consumption, services, and entertainment. Such uses include food markets, clothing stores, specialty shops, service shops, restaurants, and theaters.

Front Street and Clarkdale Avenue

b. Residential

Residential uses will help to create and support a mixed-use village setting. Multi-family residential development, such as senior housing, which can benefit from the convenient services and activities available in San Antonio Village, will play an integral part in developing the vibrant Village atmosphere.

c. Open Space

The open space designation is intended to allow for development of public recreational and cultural facilities.

4. Urban Design Concept

San Antonio Village is intended to evolve into a community-oriented area with a distinctive small town atmosphere. Many factors will contribute to creating an intimate, friendly environment, including small scale buildings, harmonious architecture, a variety of shops and services, and a strong pedestrian orientation. The Design Plan which was prepared in 1989 for the San Antonio Village commercial area identifies a number of important concepts which, when implemented, will eventually create the pedestrian ambience that will make San Antonio Village a unique place to shop and be entertained. The Design Plan recommends:

- Development of buildings along the sidewalks with minimal setbacks to create a sense of enclosure on Front Street with street access to shops.

- Cohesive architectural design which emphasizes harmonious forms, and attention to details.

- Landscaping, decorative pavements, benches, well designed signage, public right-of-way improvements, adequate street lighting, and other amenities to create an safe, inviting, and intensive pedestrian environment.

- Parking areas screened with buildings or landscaping to diminish their impact, and

traffic impacts upon pedestrians will be reduced.

- Special buildings, monuments or landscape features constructed at vista points and other important areas for visual orientation.
- Buildings on Front Street to provide primary storefront orientation to the street to encourage pedestrian activity.
- Buffers provided between commercial and residential uses to protect residents from adverse impacts

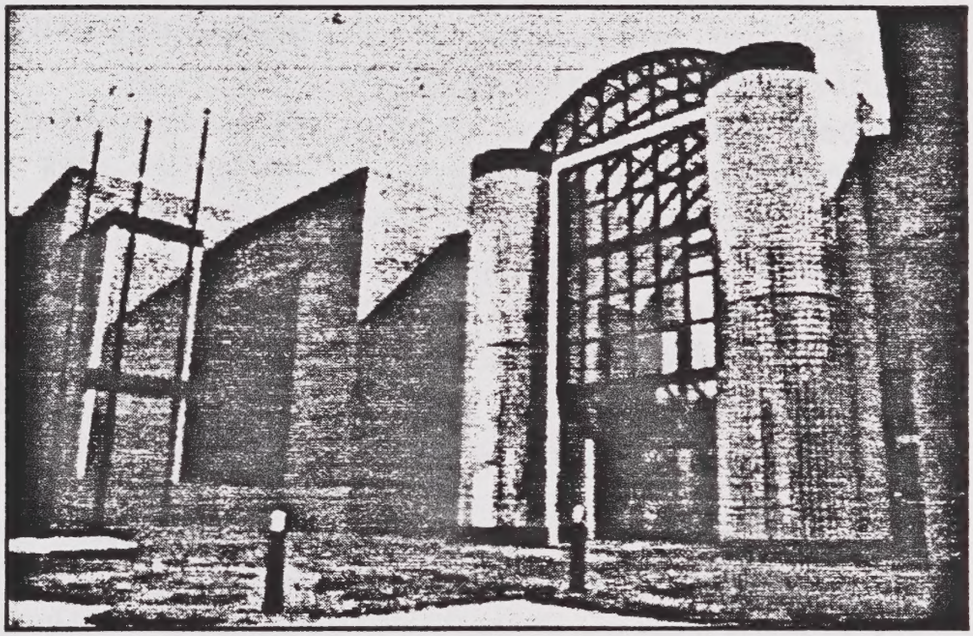
Integration of the residential neighborhoods into the San Antonio Village commercial area is important to its success. The following design concepts are recommended:

- Building placement and setback relationships should be functionally and aesthetically compatible with their surroundings;
- Residential streets should be designed to slow vehicular traffic, discourage through traffic, and provide a safe environment for residents;
- Residential streets should be well landscaped and sidewalks kept in good repair to accommodate pedestrians;
- Garages should be designed so as not to dominate the front facade of residences;
- Fences along sidewalks should be well designed

and maintained to add visual interest for pedestrians.

5. **Historic and Cultural Resources**

San Antonio Village contains several cultural and historic structures, which are important assets to the entire Norwalk community:



Arts and Sports Complex

a. ***Arts and Sports Complex***

The City's commitment to quality of life is illustrated by the new Arts and Sports Complex located at Norwalk Park. The Arts and Sports Complex provides Norwalk residents with numerous recreational and cultural outlets. Sports facilities, classrooms, exhibit rooms, and meeting rooms provide space for community meetings, recreation, and education in one centralized area.

b. Sproul Museum

Located in Norwalk Park, the Sproul House belonged to one of the founding fathers of Norwalk, Gilbert Sproul. Built in 1870, this farmhouse was once part of a working farm consisting of 460 acres. Today, the State registered historic house is a museum which focuses on Norwalk's farming heritage. Alongside this museum, residents will also discover the Nature Center and antique farm machinery.

Sproul House

c. Senior Citizens Center

A Senior Citizens Center, located on San Antonio Drive, serves the needs of older adults.

d. Front Street

Front Street's significance to local commerce dates back to the late 1800's. It was Norwalk's foremost business district through the early 1900's. Adjacent to the railroad tracks which were responsible for Norwalk's settlement and subsequent development, Front Street evolved into a thriving downtown and served as a popular gathering place for Norwalk residents.

Front Street, 1950's

6. Circulation

a. Public Transit

Bus lines

Good public transportation is important to the

economic success of the San Antonio Village commercial areas. Currently, bus transportation is available via both Norwalk Transit and RTD, and it is anticipated that these lines will continue to serve San Antonio Village. The Greyhound Bus depot, located on Front Street, provides transportation services for longer distance travelers.

b. Vehicular Transportation

Street System

Functioning as the spine of the Village area, San Antonio Drive is directly accessible from the Santa Ana Freeway at its northern end. At its southern end, it meets Pioneer Boulevard and Rosecrans Avenue to form a five-point intersection at Norwalk Town Square Shopping Center. Principal streets which intersect San Antonio Drive are Foster Road, Front Street, and Firestone Boulevard. The existing principal street designations within San Antonio Village area are:

STREETS IN SAN ANTONIO VILLAGE

Street	Designation
San Antonio Drive	Major Highway
Pioneer Boulevard	Major Highway
Rosecrans Avenue	Major Highway
Foster Road	Secondary Highway
Front Street	Collector
Firestone Boulevard	Major Highway

Freeway Access

The I-5 Freeway provides regional access to and from Norwalk. On and off-ramps at Union Street and San Antonio Drive/Norwalk Boulevard provide the most direct access to San Antonio Village.

c. Pedestrian and Bicycle Circulation

San Antonio Village will be designed to encourage pedestrian circulation principally along sidewalks. Pedestrian activity will be functionally and aesthetically integrated with adjacent commercial uses allowing for an inviting, energetic and enriched street life. Automobile-oriented development, which will not enhance the pedestrian atmosphere, will be discouraged. The pedestrian network will extend from Norwalk Town Square Shopping Center to City Centre and will be integrated with adjacent residential areas. The use of bicycles will be encouraged, where possible.

7. Utility Infrastructure

The City of Norwalk recognizes that the success of San Antonio Village will depend on the ability to provide infrastructure to serve its planned growth. Therefore, construction of new infrastructure will be phased to accommodate future growth.

a. Sewer System

Sewage generated in the City of Norwalk is

collected in City lines that feed into Los Angeles County Sanitation District trunk sewers. Some of these sewers originate outside the City and, therefore, are carrying flows from Norwalk as well as from other outside sources. The majority of the sewer lines are adequately serving the San Antonio Village area, however, some sewer deficiencies exist, as identified in the Norwalk Sewer System Evaluation prepared in 1991. These sewer deficiencies may affect future multiple-family residential development and other development in San Antonio Village.

b. Water System

Water is provided to San Antonio Village by the Norwalk Municipal Water System. Improvements to the water system have been identified in the Water Master Plan (HDR Engineering, 1991) in order to adequately serve the San Antonio Village area.

c. Storm Drain System

Storm drains in the City of Norwalk are primarily under the jurisdiction of the Los Angeles County Department of Public Works. However, there are some storm drains under the City's jurisdiction. The storm drain system in San Antonio Village is adequately serving existing development.

d. Natural Gas

Natural gas is provided by the Gas Company, which anticipates that growth in the City of

Norwalk can be served from existing mains in the area. Additional natural gas can be provided to San Antonio Village without any major impact on the overall system capacity or service to existing customers.

e. Electricity

Southern California Edison (SCE) provides electrical service to the City of Norwalk. Existing power tie-ins are adequate to meet the demands generated by existing land uses in San Antonio Village.

f. Telecommunications: Telephone, Fiber Optics and Cable Television

Telephone service to the City of Norwalk is provided by General Telephone (GTE) and cable television is provided by Crown Cable Television. Existing telecommunication infrastructure is adequate to serve San Antonio Village.

8. Objectives and Policies

The following objectives and policies have been established to guide future development of San Antonio Village:

Objectives

- To develop San Antonio Village into a unique, pedestrian oriented commercial and community center.

- To preserve and enhance existing single-family and multi-family residential neighborhoods.
- To provide for efficient and diverse modes of transportation to, from, and within San Antonio Village.
- To provide for infrastructure improvements needed to support the physical development of San Antonio Village.

Policies

Land Use

- Encourage community-oriented commercial and retail uses which will further the objectives of the Area Plan.
- Encourage community-oriented cultural and recreational uses.
- Encourage pedestrian-friendly commercial/retail uses.
- Enhance residential neighborhoods.
- Encourage a mix of housing types and densities.
- Encourage the acquisition or development of open space.

Historic and Cultural Resources

- Continue the preservation and use of Sproul House as a historic resource, and the

enhancement of the nature center and the antique farm equipment.

- Encourage the preservation and adaptive re-integration of Front Street into the urban fabric of the City.

- Continue support of child care services.

- Continue support of the Arts and Sports Complex as an important community resource.

- Continue support for services to Senior Citizens.

Circulation

- Mitigate traffic impacts resulting from specific San Antonio Village projects.

- Provide adequate parking for commercial uses in order to minimize adverse parking impacts on adjacent residential neighborhoods.

- Minimize adverse circulation impacts on adjacent residential neighborhoods.

- Support and enhance existing public transportation services.

Utilities

- Provide for infrastructure improvements in accordance with anticipated development.

- Continue existing programs to underground

overhead utility lines.

- Require new developments to install on-site utilities and connections to distribution systems underground.

- Design and maintain public facilities so that associated noise, light, glare, or odors will not adversely affect nearby land uses.

- Encourage water and wastewater conservation practices to reduce the water and sewage flows from existing and future developments.

- Encourage the continued development and expansion of telecommunication systems including cable television and, where feasible, fiber optics.

9. Implementation Programs

- Discuss the preparation of a Specific Plan for San Antonio Village to:

  - Update and incorporate the San Antonio Village Urban Design Guidelines.

  - Establish land uses which will support a mixed-use, community-oriented commercial center.

  - Develop a street and pedestrian network design program that emphasizes pedestrian comfort and safety.

  - Develop a consistent lighting program to

reinforce the "village" character and create a safe, inviting evening environment.

- Develop guidelines for the integration and protection of adjacent neighborhoods.
- Protect historically significant buildings.
- Determine the highest and best use for City-owned properties.

■ Consider the establishment of a new Landscape Plan for San Antonio Drive and Front Street, and San Antonio Village:

- Continue San Antonio Drive thematic landscaping in accordance with a Street Tree Master Plan.
- Consider removing parking stalls at corners and at other selected locations to allow sidewalk widening to accommodate trees and furniture, and to reduce the visual impact of the street.

■ Discuss the establishment of a Parking District to encourage shared parking and driveways, parking screened by buildings, and preservation of convenient on-street parking.

■ Consider the establishment of a San Antonio Village Merchants Association to coordinate promotional programs and address common issues such as parking, security, day care, public art, landscaping, etc.

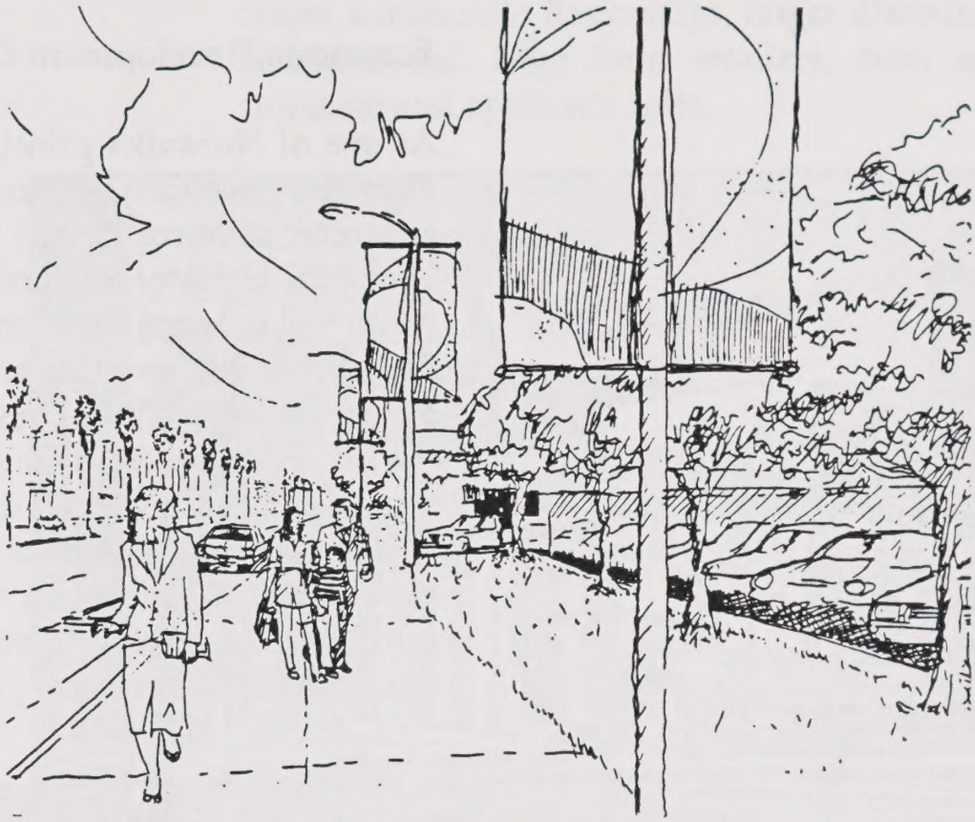
- Consider the preparation of a feasibility study on the seismic retrofitting of buildings.

- Consider establishing a marketing program to attract community commercial uses and provide incentives by streamlining the permitting process and cooperating in the re-use of existing sites.

- Discuss the establishment of a Capital Improvements Program to provide for the phasing and financing of capital and infrastructure improvements as necessitated by future growth. This Program could include implementation of development fees, a community facilities district (Mello-Roos District), a special assessment district, an infrastructure financing district, or property tax increment financing.

- Investigate the feasibility of fee programs to support child care and transportation.

C. Firestone Boulevard Area Plan



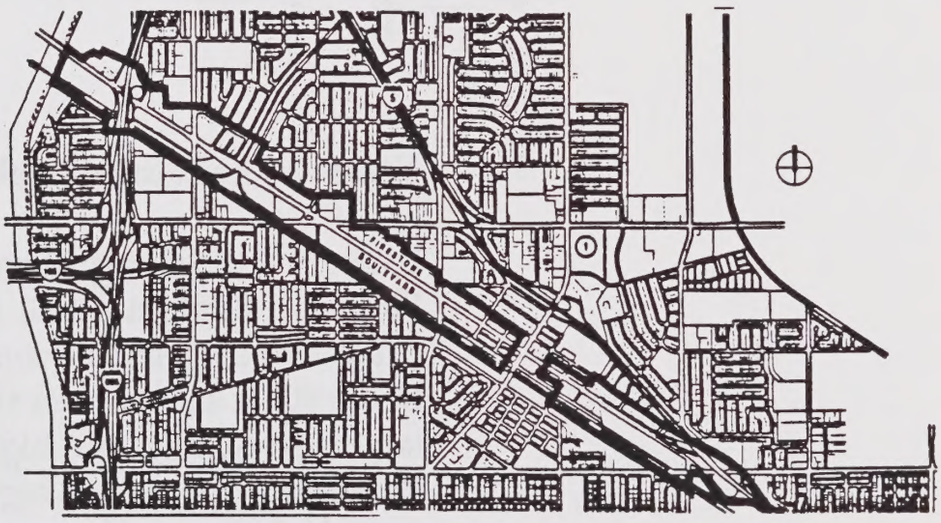
1. Vision of Firestone Boulevard

Extending diagonally through the heart of Norwalk, Firestone Boulevard will continue to be one of the City's most significant commercial corridors. Due to its excellent access from the I-605 and I-5 Freeways, large size parcels, and high traffic volume, Firestone Boulevard will attract highway oriented commercial uses, including major automobile dealerships, larger discount retailers, and large item retailers, such as furniture and appliance sales. The Boulevard will be recognized throughout the region as a uniquely pleasant and convenient commercial center providing

a variety of goods and services.

2. Economic Development Concept

As one of Norwalk's principal commercial corridors, Firestone Boulevard will continue to be an important economic resource for the City. A mix of mutually beneficial highway oriented uses will be encouraged, which will enhance the economic vitality of Firestone Boulevard. The revenues and employment generated by businesses along Firestone Boulevard will be further enhanced by encouraging automobile related development. Clustering of dealerships has proven to be a successful way to market automobiles, providing buyers with a convenient way to comparison shop. Auto centers serve not only local needs, but also attract buyers from throughout the region.

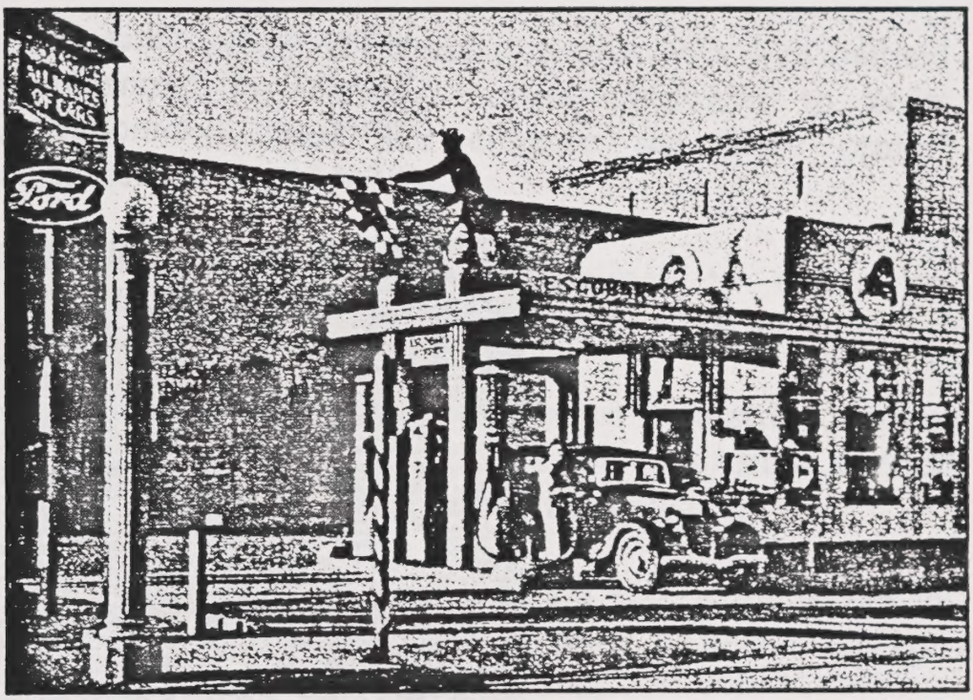


3. Land Uses

a. Commercial

Commercially designated properties are

intended to encourage a variety of highway oriented and community serving uses, including major automobile dealerships, larger discount retailers, and large item retailers, such as furniture and appliance sales .



Firestone Boulevard and San Antonio Drive, early 1900's

b. Single-Family and Multi-Family Residential

The residential designations are intended to allow for existing single-family and multi-family neighborhoods and encourage development of new housing units, where adequate buffering from vehicle noise, traffic, and commercial activity can be provided.

d. Light Industrial

The Light Industrial designation is intended to allow quality business and light industrial uses

compatible with highway oriented, commercial uses.

4. Urban Design Concept

Urban design concepts will be established which will help make Firestone Boulevard a regionally recognized center for automobile sales, large retail items and other highway oriented commercial uses.

Firestone Boulevard, running at an angle across the photograph, parallel to the railroad tracks, mid 1960's

An urban design program will address upgrading of existing strip malls, integration of new developments, and buffering of residential neighborhoods from adverse impacts of adjacent commercial activities and traffic. The following urban design concepts may be addressed in an urban design plan:

- Recommended uses which will reinforce the "auto center" theme of Firestone Boulevard.
- Development of a logo and signage program to create a strong identity for the boulevard.
- Pedestrian circulation plan with well defined and carefully located crosswalks to assist shoppers and enhance the "auto center" concept.
- Building design guidelines to create an interesting and harmonious streetscape.
- Development of landscape standards to create a cohesive and distinctive commercial district and attractive pedestrian network.
- Vehicular circulation and parking guidelines to support businesses and protect adjacent residential neighborhoods.

5. Circulation

a. Public Transit

Bus service along Firestone Boulevard is provided by both Norwalk Transit and the County of Los Angeles Metropolitan Transportation Authority (MTA).

b. Vehicular Circulation

Firestone Boulevard is designated as a Major Highway and can accommodate a high volume of regional through traffic. This highway status

is appropriate, given the proposed role of Firestone Boulevard as a community and regional appealing commercial corridor. Firestone Boulevard is directly accessible from the I-605 and I-5 Freeways. Traffic impacts from existing and future development will be reduced.

c. Pedestrian Circulation

Pedestrian circulation will principally be provided along the Firestone Boulevard corridor. Special care will be taken in providing safe, well-defined crosswalks to facilitate shopping.

6. Utility Infrastructure

The City of Norwalk recognizes that the success of Firestone Boulevard corridor will depend on the ability to provide infrastructure to serve its planned growth. Therefore, construction of new infrastructure will be phased to meet the demands of future development.

a. Sewer System

Sewage generated in the City of Norwalk is collected in City lines that feed into Los Angeles County Sanitation District trunk lines. Some of these sewers originate outside the City and therefore are carrying flows from Norwalk as well as from other outside sources. Though the sewer main, between Pioneer Boulevard and Norwalk Boulevard, is deficient and in need of repair, sewer lines are generally

adequate in serving existing uses on Firestone Boulevard.

b. ***Water System***

Norwalk's water is provided by the Southern California Water Company, Norwalk Municipal Water System and the Park Water Company. Water lines serving Firestone Boulevard are adequate for existing uses.

c. ***Storm Drainage***

Storm drains in the City of Norwalk are primarily under the jurisdiction of the Los Angeles County Department of Public Works. However, some storm drains are under the City's jurisdiction. The storm drain system in Firestone Boulevard is adequately serving existing development.

d. ***Natural Gas***

Natural gas is provided by the Gas Company, which anticipates that the City's growth can be served by existing mains in the area.

e. ***Electricity***

Southern California Edison (SCE) provides electrical service to the City of Norwalk. Existing power tie-ins are adequate to meet the demand generated by existing land uses.

f. ***Telecommunications Infrastructure: Telephone/Fiber Optics and Cable Television***

Telephone service to the City is provided by General Telephone, and cable television is provided by Charter Cable Television. Existing telecommunication infrastructure is adequate to serve Firestone Boulevard. Functioning as a specialized commercial corridor, businesses along Firestone Boulevard will require the latest in telecommunication technology.

7. Objectives and Policies

The following objectives and policies have been established to guide the future development of Firestone Boulevard.

Objectives

- To develop Firestone Boulevard into a distinctive commercial corridor which has community and regional appeal.
- To create a strong identity for the Firestone Boulevard commercial district.
- To protect existing residential neighborhoods.
- To provide for infrastructure improvements needed to support the physical development of Firestone Boulevard.
- To upgrade the appearance of existing development.

Policies

Land Use

- Support and encourage future development of highway oriented commercial uses, such as automobile dealerships and related uses along Firestone Boulevard.

- Support and encourage the development of an aesthetically pleasing and distinctive commercial corridor.

- Support and encourage the renovation and enhancement of existing uses.

Circulation

- Provide adequate parking for commercial uses.

- Provide for safe and convenient pedestrian circulation.

- Mitigate traffic impacts resulting from specific developments.

- Minimize adverse circulation and parking impacts on adjacent residential neighborhoods.

- Continue support of public transportation along Firestone Boulevard.

Utilities

- Provide for infrastructure improvements in accordance with anticipated development.

- Continue existing programs to underground overhead utility lines.

- Where feasible, require new developments to install on-site utilities and connections to distribution systems underground.

- Design and maintain public facilities so that associated adverse impacts on adjacent land uses are mitigated.

- Encourage water and wastewater conservation practices to reduce the water drainage and sewage flows from existing and future developments.

- Encourage the continued development and expansion of telecommunications systems including cable television and, where feasible, fiber optics.

8. Implementation Programs

- Discuss the preparation of a Specific Plan for Firestone Boulevard, including:

  - Land use criteria to include mixed-use commercial developments.

  - Land use criteria for railroad property to enhance the highway commercial concept.

  - Develop improvements to distinguish major entries to the area such as signs, vertical pylons, flags, or special landscaping.

  - Development of a logo and theme

program for the identity of the area.

- Building design standards to include style, massing, roofs, facade elements, windows, materials, finishes and colors.

- Urban design standards to include site planning, parking, landscaping and pedestrian circulation.

- Develop special crosswalk treatments to promote safe pedestrian circulation.

- Parking and loading standards.

- Streetscape program to include street trees, lighting, and street furniture.

- Consider the establishment of a Firestone Boulevard Merchants Association to coordinate promotional programs and events.

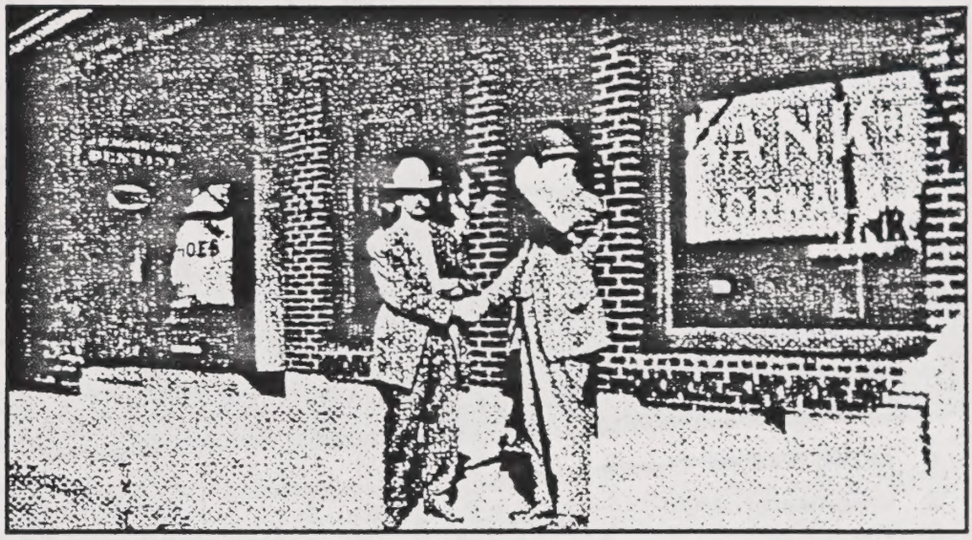
- Discuss the establishment of a marketing program to encourage highway oriented commercial uses to concentrate in this area.

- Consider the establishment of mechanisms and fee structures which would enable the City to finance needed capital improvements resulting from new development. This program could include implementation of development fees, a community facilities district (Mello-Roos District), a special assessment district, an infrastructure financing district, or property tax increment financing.

OPPORTUNITY AND SPECIAL SITE STUDIES

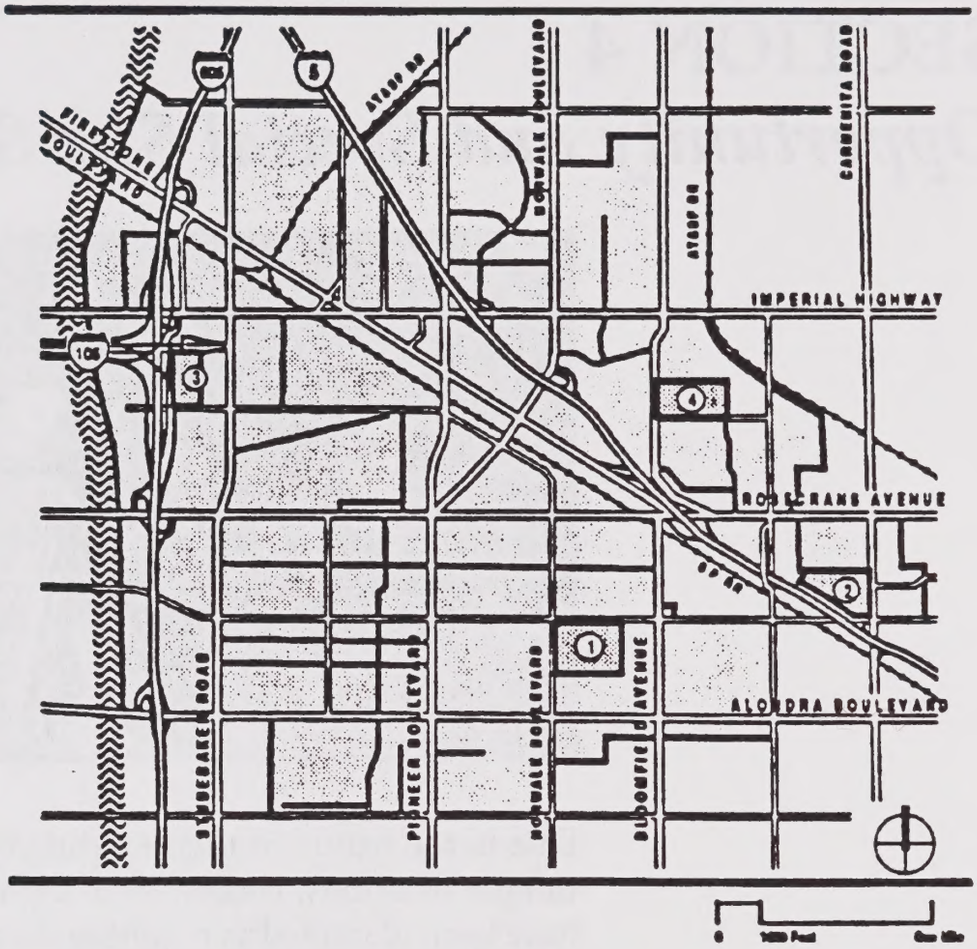
The City of Norwalk
General Plan

SECTION 4
Opportunity and Special Site Studies



Due to the nature of their existing type of development and unique locations, certain sites within the City of Norwalk have been identified as requiring detailed studies with respect to future development opportunities. The sites, referred to as Opportunity and Special Site Studies are shown in the diagram below.

These sites offer unusual opportunities for the development of new uses which can potentially improve both the immediate neighborhoods and the City as a whole. This section of the General Plan discusses the issues and opportunities pertinent to each site, as well as objectives and policies which can guide future detailed evaluations.



Key Map of Special Study Areas
Diagram 4-1

1. Air Force Fuel Depot
2. Orange County Nursery
3. I-105 / I-605 Node
4. California Youth Authority

A. Defense Fuel Supply Point

1. Issues

The Defense Fuel Supply Point, a heavy industrial facility containing large fuel storage tanks, is located at the southeast corner of the intersection of Excelsior Drive and Norwalk Boulevard. Perimeter landscaping conceals a portion of the area, but the large tanks are clearly visible above the plantings. The 50± acre facility is located immediately adjacent to Holifield Park, and is surrounded by residential neighborhoods. The location of this industrial facility is incompatible with adjacent sensitive uses, which is exacerbated by the existence of severe soil contamination. The contamination, which is discussed in greater detail in the Conservation Element, has affected ground water and soil conditions in the general vicinity of the site.

2. Opportunities

The Defense Fuel Supply Point is located on a large parcel of land which enjoys good access and is situated about one mile from San Antonio Village and Norwalk Town Square Shopping Center. The size and configuration of the parcel make it particularly suited for a master planned low density residential development, which can be integrated with the adjacent park and residences. Any residential development of this site should include considerable common open space and recreational facilities, to create an active neighborhood unit.

Given the adjacent residential uses, the Fuel Storage Depot site could also be redeveloped for public purposes, such as a City facility.

3. Objectives and Policies

The following objectives and policies have been established to guide future studies and actions:

Objectives

- To eliminate incompatible uses.
- To preserve the residential character of the area.
- To incorporate potential for "public purpose."

Policies

- Encourage relocation of the Defense Fuel

Supply Point, and remediation of soil contamination.

- Encourage redevelopment of the site into a residential community and/or appropriately sited City or public facility.

- Provide for adequate traffic circulation.

- Provide for infrastructure improvements necessary to meet the requirements of a special development.

4. **Implementation Programs**

- Continue discussions with Defense Department officials regarding the Fuel Supply Point and how both the City and the Defense Department may work together towards reuse of the site.

- Consider the findings of the Defense Fuel Supply Point Restoration Advisory Board (RAB).

- Consider the preparation of a planning and urban design study to examine alternative site developments. The study may address the following:

  - Density
  - Vehicular and pedestrian circulation
  - Usable open space and play areas
  - Appropriate public uses
  - Flexibility to meet changing market

needs
- Phasing
- Relationships to existing parks and residential areas.

- Consider the site for a Specific Plan area or Planned Unit Development whose boundaries might include the adjacent park and school to take advantage of any special opportunities to link or enhance these neighboring uses.

- Consider the development of specific plan type zoning to accommodate appropriate uses.

B. Orange County Nursery

1. Issues

The Orange County Nursery is a commercial nursery located on Carmenita Road at the I-5 Freeway. The Nursery is located in an area devoted mainly to heavy industrial uses. The 15± acre site has a school facility located to the north, the I-5 Freeway to the south, an industrial area to the east, and a residential area to the west. The site is also provided with freeway access and visibility.

2. Opportunities

The Orange County Nursery's freeway access and

visibility should be capitalized on by a more sales intensive commercial user. The large site could be developed as a commercial/retail center. The center should provide appropriate buffers so as to reduce impacts on the adjacent school and nearby residences. Also, due to its significant exposure, the property acts as an important gateway to the City. Any new development on the property should incorporate quality design and architecture, to provide a positive image of the City of Norwalk.

Economic studies indicate there is a market demand in Norwalk for discount retail uses. This type of use is highly suited for the Nursery. The Nursery site could also be developed as an industrial/business park, which would be consistent with the adjacent industrial uses.

3. Objectives and Policies

The following objectives and policies have been established to guide future studies and actions:

Objective

- To maximize the economic potential of the Orange County Nursery site in order to enhance the City's economic base and provide for more employment opportunities and to ensure that new development provides a positive image of the City.

Policies

- Encourage the highest and best use of the site.

- Protect adjacent school and nearby residential uses from adverse impacts related to redevelopment of the site.

- Provide for adequate circulation.

- Provide for infrastructure improvements necessary to meet the requirements of a specific development.

- New development will incorporate quality design and architecture to create a positive image of the City of Norwalk.

4. **Implementation Programs**

- Discuss the preparation of a market study to identify specific development options.

- Consider the preparation of an urban design plan based on the market study which addresses the following:

  - Alternative land uses.

  - Building scale and massing.

  - Buffers for adjacent school and residential areas.

  - Vehicular and pedestrian access and parking.

- Consider the site for a Specific Plan area or a Planned Unit Development. Boundaries might

include the adjacent school and other adjoining areas to take advantage of any special opportunities to link or enhance these neighboring uses.

C. I-105/I-605 Node

1. Issues

The intersection of the Glenn Anderson Freeway (I-105), the San Gabriel Freeway (I-605), and the Green Line station creates a significant transportation node in the City of Norwalk. The 20± acre property is developed for commuter parking. The site is surrounded by single-family residences and future development must take into consideration the needs of the existing neighborhoods.

2. Opportunities

The I-105/I-605 Node is used for a large "Park-N-Ride" facility. Although sound walls have been constructed to buffer impacts to the residences, the parking facility and traffic may adversely impact existing neighborhoods. If redeveloped, its unique location is ideally suited for a mixed-use development which can benefit from both convenient public transportation and freeway access.

As modes of transportation shift and new market demands emerge, developments will benefit from proximity to public transportation centers. These centers create ideal opportunities for mixed-use developments composed of transit oriented uses, support retail and, perhaps, residential. Development of this property has the potential of revitalizing adjacent areas. Existing residences can be linked with a mixed-use center to create a distinctive urban village. This center can also provide parking and other

amenities for commuters using the Green Line station.

3. **Objectives and Policies**

The following objectives and policies have been established to guide future studies and actions:

Objectives

- To maximize the economic potential of the I-105/ I-605 site in order to enhance the City's economic base.

- To promote use of the nearby Green Line light rail station.

Policies

- Encourage developments which maximize access to the Metro Green Line stop.

- Protect adjacent residential areas from adverse impacts related to development.

5. **Implementation Programs**

- Upon availability of the site for reuse, discuss with State officials and the Metropolitan Transportation Authority how the City, MTA, and the State may work together to provide for additional or alternative uses on the site.

- Consider the formation of an advisory committee composed of City staff and interested parties to assist in the development

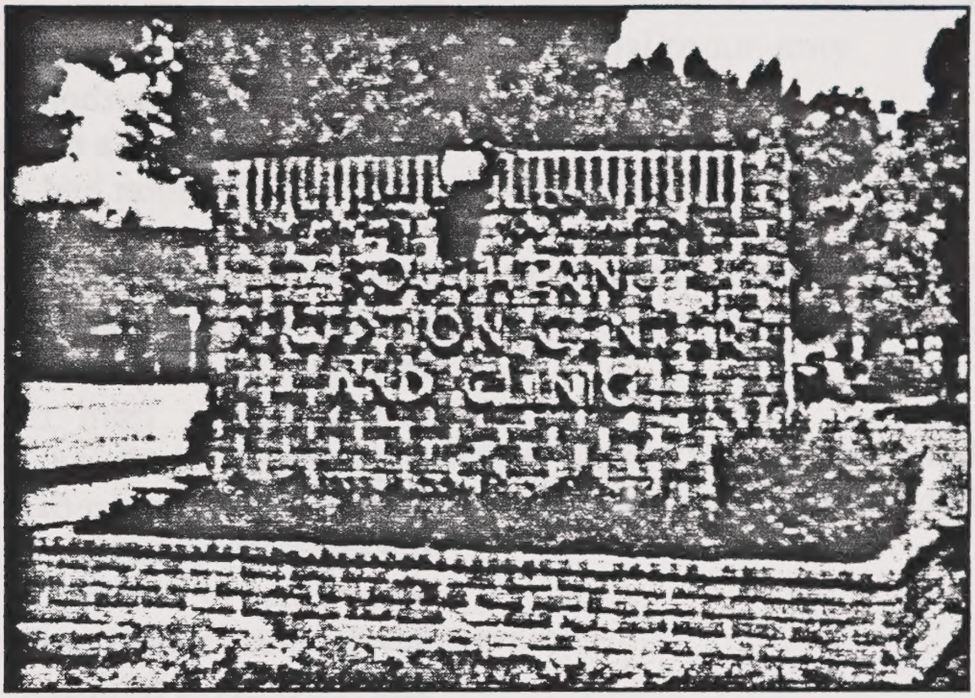
of alternative land uses.

- Consider changing the zoning to Specific Plan Area if future development is proposed.

- Discuss the preparation of a planning and urban design study to examine alternative site developments. The study may address the following:

  - Mix of uses, including support services for air travelers
  - Density
  - Parking
  - Vehicular and pedestrian circulation
  - Flexibility to meet changing market needs
  - Phasing
  - Relationships to residential areas
  - Relationship to the Green Line Station

D. Southern Reception Center and Clinic, California Youth Authority



1. Issues

The Southern Reception Center and Clinic, State of California Department of Youth Authority ("California Youth Authority Center") is a reformatory for adolescents located on Bloomfield Avenue, south of the proposed City Center's Transportation Center. The 30± acre site is surrounded on three sides by single-family and multi-family residential neighborhoods. This type of facility is inappropriate for a residential area and should be replaced by a use which is compatible with the residential character of the surrounding area.

2. Opportunities

The California Youth Authority Center, which is situated on a large, east of Zimmerman Park, is suited for a master planned residential development. The California Youth Authority Center site has access from Bloomfield Avenue, a major arterial, and is convenient to both City Center and the Transportation Center.

The California Youth Authority Center site could be developed as a residential community incorporating a variety of housing types. New housing units would greatly benefit from the convenience of nearby employment, shopping and public transit at City Center. A new residential community would enhance the existing residential neighborhoods and provide a wider range of housing options. Any new residential development should provide for common open space and recreational facilities.

3. Objectives and Policies

The following objectives and policies have been established to guide future studies and actions:

Objectives

- To eliminate incompatible uses.
- To expand the City's housing base.
- To preserve the residential character of the area.

Policies

- Encourage relocation of the California Youth Authority Center.

- Encourage redevelopment of the site into a master planned residential community.

- Provide for adequate circulation, including bicycle paths, where possible.

- Provide for infrastructure improvements necessary to meet the requirements of a specific development.

- Provide for adequate common open space and recreational facilities with new residential development.

4. **Implementation Programs**

- Upon availability of the site, begin discussions with State officials regarding the California Youth Authority Center property and how both the City and the State may work together toward reuse of the site.

- Consider the formation of an advisory committee composed of City staff and interested parties to assist in the development of alternative land uses.

- Discuss the preparation of a planning and urban design study to examine alternative site developments. The study may address the following:

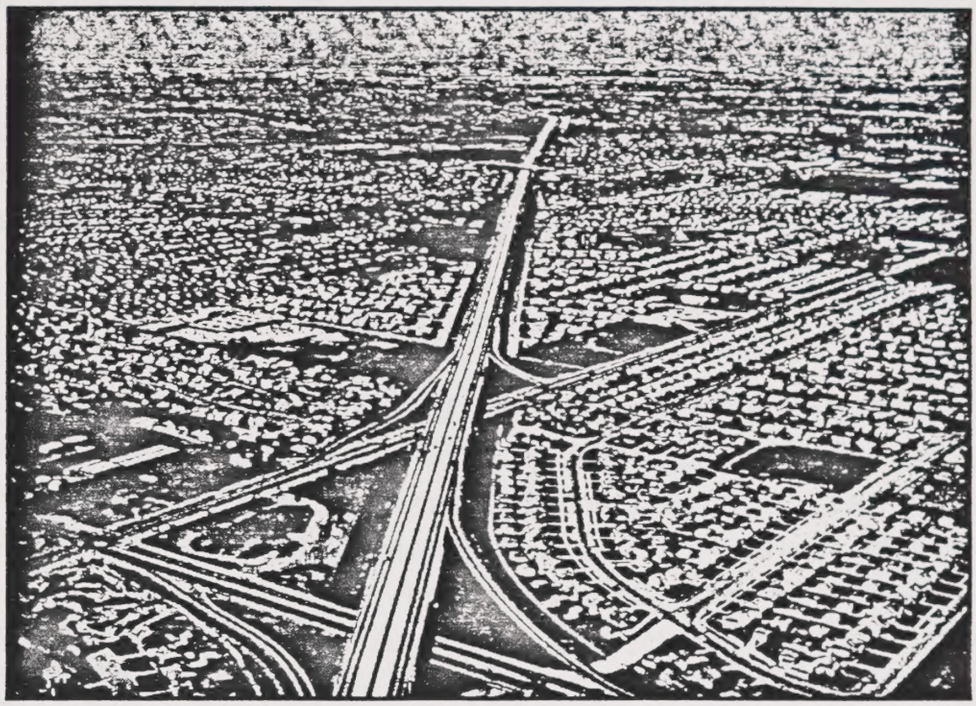
- Density
- Vehicular and alternative transportation means
- Usable open space and play areas
- Flexibility to meet changing market needs
- Phasing
- Relationships to existing park and residential areas.

- Consider the site for a Specific Plan area or Planned Unit Development whose boundaries might include the adjacent hospital, park and certain residential areas to take advantage of any special opportunities to link or enhance these neighboring uses.

CITYWIDE ELEMENTS

The City of Norwalk General Plan

A. Land Use



1. Goals and Opportunities

The Land Use Plan is a critical component of the General Plan. It sets forth the long range objectives of the City of Norwalk with respect to the distribution and mix of land uses consistent with community goals. The City itself is the emerging physical consequence of land use policies.

The Land Use Plan consists of both a Land Use Map for the City, located in Section 6 of the General Plan, and descriptive text. The text identifies the categories of land use, describes land use functions and the policies for guiding the development that each category allows. The Land Use Map indicates the physical distribution of the land use categories throughout the City. The following goals have been established to guide future land use decisions:

- To create a well balanced community by careful land use and urban design policies which provide for the housing, employment, social, economic, recreational, cultural, health, safety, educational, and service needs of its residents and which maintain and enhance a high quality of life.

- To achieve a physical environment which respects and nurtures the unique characteristics which distinguish Norwalk as a special place to live, work, and grow, as well as to invest resources and conduct business.

- To develop a range of well integrated housing types which will serve the various needs of all the residents of the City.

- To recognize and respect the neighborhood as an essential building block of the City.

- To identify community needs and incorporate needed community facilities into the fabric of the City.

2. Planning Context

The form and structure of the City of Norwalk is derived from a variety of physical, political, social and economic factors. The City is, essentially, developed and composed predominantly of single family neighborhoods, with commercial uses situated along the principal roadways. Existing land use patterns are strongly influenced by the transportation network. Freeways and principal boulevards organize the City into physically distinct areas.

Significant geographic areas of the City are discussed in detail in Section 3 (Area Plans) and Section 4 (Special Study Areas). The land use portions of these sections are incorporated into the overall Land Use Plan for the City. Opportunities to enhance and improve the existing situations will be influenced by a range of planning parameters.

a. Accessibility and Linkages

The City of Norwalk is accessible from a network of freeways which link it to the rest of the Southern California Region. The Santa Ana Freeway (I-5), San Gabriel Freeway (I-605), Artesia Freeway (SR 91), and the Glenn Anderson Freeway (I-105) all pass through Norwalk, or are located within close proximity.

The City is also linked to a network of passenger and freight rail systems, including the Metropolitan Transit Authority (MTA) Metro Green Line light rail, and the commuter rail line with a stop in Norwalk connecting San Diego County communities with a number of communities in Orange, Los Angeles, San Bernardino, and Riverside Counties. This network of transportation systems will create the opportunity for Norwalk to play a significant role in the Southern California Region.

b. Circulation Network

The streets of the City are principally laid out in a grid system, which is designed to disperse

traffic uniformly. By creating a predictable sequence of intersections, motorists are provided with a method of detecting their location within a city. In a grid system, there is also an even distribution of street frontage, maximizing the number of usable parcels. There are several major transportation elements which break the grid, however, and create dominant patterns in the City. These are strong linear features which function as edges or dividing elements in the City and which pose creative opportunities.

- The I-605 Freeway and San Gabriel River Flood Control Channel run parallel to each other in a north-south direction about a quarter of a mile apart, and form the distinct western edge of the City. The I-605 intersects Firestone Boulevard, Imperial Boulevard, Rosecrans Avenue, and Alondra Boulevard. An isolated residential district lies between these two strong elements.

- The I-105 Freeway provides direct freeway and rail access to the Los Angeles International Airport and terminates at the I-605 Freeway. The I-105 divides the residential area described above into two areas, further isolating them.

- The I-5 Freeway cuts diagonally nearly through the center of the City. There are major intersections at Pioneer

Boulevard/Imperial Highway, San Antonio Drive, Bloomfield/ Rosecrans Avenues and Carmenita Road.

- Firestone Boulevard and the Southern Pacific Railroad run parallel to each other and cut diagonally through the center of the City. This pair of transportation elements create an important urban corridor along which many of the heavy and more intense land uses in the City have located.

- A segment of the Atchison Topeka & Santa Fe (AT&SF) Railroad defines a portion of the eastern boundary of the City.

3. Land Uses

The following table shows the distribution of land use designations within the City, based on the Land Use Map in Section 6.

LAND USE DESIGNATION BY ACREAGE

Land Use Designation	Acres	Percent
Low Density Residential	3,117	45.50%
Medium Density Residential	12	0.18%
High Density Residential	272	3.97%
Residential Subtotal	*3,401*	*49.64%*
Neighborhood Commercial	66	0.96%
Professional Office	88	1.28%
General Commercial	242	3.53%
Commercial Subtotal	*396*	*5.78%*
Light Industrial	171	2.50%
Heavy Industrial	141	2.06%
Industrial Subtotal	*312*	*4.55%*
Specific Plan Area/ Planned Unit Development	82	1.20%
Open Space/Public Schools/Public Facilities[1]	700	10.22%
Institutional	53	0.77%
Undesignated	1,907	27.84%
TOTAL	6,851	100.00%

[1]The Open Space/Public Schools/Public Facilities designation is comprised of approximately 129 acres of City-owned parkland, 400 acres of public school properties, and other open space, including the San Gabriel River.

a. Residential Uses

The Land Use Plan designates three residential density classifications. While the principle use of these areas is for dwellings, the residential land use categories also allow limited non-residential land uses, such as schools and churches, which support residential activities and are compatible with residential development.

All maximum allowable residential densities are based on net land area. When reviewing maximum permitted densities, it should be noted that State law requires that the City provide a density bonus of up to 25 percent over the allowable density, or other incentives of equivalent financial value when a developer of housing agrees to construct at least 25 percent of the total units of a housing development for persons and families of low or moderate income (Government Code Section 65915(a)).

Low Density Residential - The Low Density Residential classification of land use is intended to provide for neighborhoods of detached single family dwelling units. The permitted density in this classification is not to exceed 8.7 dwelling units per net residential acre, or one (1) unit per 5,000 square feet of land area.

Pursuant to State law, second dwelling units (generally known as "Granny Flat" units) are permitted as a conditional use on single family

(R-1) lots. The second units are intended to be subordinate to the primary dwelling. The floor area of the second unit is limited. The second dwelling use is consistent with the Low Density category and is not included in density computations in accordance with State law. Compatible zoning designations within this district are:

- Single-Family Residential (R-1)
- Residential Horse (R-H)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

Medium Density Residential - The Medium Density Residential category is intended to provide land for multiple family developments, such as detached dwelling units or attached townhome style dwellings. The Medium Density Residential land use category will generally serve as a transition and buffer between low density residential uses, and higher intensity uses. Medium density residential development shall not exceed 16 dwelling units per net residential acre. Compatible zoning designations within this district are:

- Medium Density Multiple-Family Residential (R-2)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

High Density Residential - The High Density Residential classification of land use is intended to provide for higher intensity residential development, such as apartment and condominium buildings, with adequate on-site open space. The overall density in this category shall not exceed 22 dwelling units per net residential acre. Compatible zoning designations within this district are:

- High Density Multiple-Family Residential (R-3)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

b. Commercial Land Uses

There are three commercial land use categories. Each of the categories designates a dominant type of commercial use. However, related or compatible uses, or public uses may be permitted. Use intensity shall be regulated by required parking standards and building setbacks.

Neighborhood Commercial - The Neighborhood Commercial land use designation is intended to allow commercial, retail and service uses to serve the essential daily needs of limited, residential areas. Supermarkets, drug stores, household goods, and personal services are examples of uses which would be consistent with this land use

category. Compatible zoning designations within this district are:

- Neighborhood Commercial (C-1)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

Professional Office - The Professional Office designation is intended to provide for clustering of professional, financial and administrative office facilities. Compatible or complimentary retail uses, such as office supplies, photocopying and delivery services, dry cleaning, and other office commodities and support services, are also allowed in areas with this designation. Compatible zoning designations within this district are:

- Professional Office (PO)
- Commercial and Office (C&O)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

General Commercial - The General Commercial land use designation is intended to provide for the wide range of commercial goods and services. Compatible zoning designations within this district are:

- General Commercial (C-3)
- Commercial-Manufacturing (C-M)
- Specific Plan Area (SPA)

- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

c. *Industrial Land Uses*

There are two industrial land use categories adopted by this Plan which provide land for a wide variety of industrial activities. While the primary use in each of these categories is for manufacturing or industrial activities, related or complimentary commercial, office or public facility uses are allowed. Use intensity shall be regulated by required parking standards and building setbacks.

Light Industrial - The Light Industrial designation is intended to allow for light industrial, industrial/office, research and development, administrative office development, commercial uses which involve outside storage or limited manufacturing, and other support uses. Compatible zoning designations within this district are:

- Commercial Manufacturing (C-M)
- Light Industrial (M-1)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

Heavy Industrial - The intent of the Heavy Industrial land use classification is to provide for larger scale manufacturing, assembly and fabrication operations. This land use is limited

to areas which have convenient access to freeways, major arterial streets, or rail lines. Related or complimentary industrial or commercial uses are also allowed within this designation. Compatible zoning designations within this district are:

- Heavy Industrial (M-2)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

d. Specific Plan Areas and Planned Unit Developments

Specific Plan Area No. 1 - This designation is intended to provide for multiple family residential development and general commercial uses. The maximum residential density shall be determined during review of plans submitted, giving consideration to adequate parking, open space, setbacks, building height, and other design features, and consistency with all sections of the General Plan. Commercial use intensity shall be regulated by required parking standards and building setbacks.

Specific Plan Area No. 2 - This designation is intended to provide for multiple-family residential uses. The maximum density allowed shall not exceed 16 dwelling units per gross acre.

Specific Plan Area No. 3 - This designation is

intended to provide for multiple-family residential uses and commercial uses, compatible with residential development. Residential development shall not exceed 16 dwelling units per net acre. Commercial use intensity shall be regulated by required parking standards and building setbacks.

Specific Plan Area Nos. 4, 5, 6, 7, 9, 10, 11, 12, 14 -These designations are intended to provide for high density residential uses, where the maximum density shall be determined by plans submitted, giving consideration to adequate parking, open space, setbacks, building height, and other design features, and consistency with all sections of the General Plan.

Specific Plan Area No. 8 - This designation is intended to provide for general commercial and professional office uses. Intensity of uses shall be regulated by required parking standards and building setbacks.

Specific Plan Area No. 13- This designation is intended to provide for general commercial, professional office, and/or hotel uses. Commercial and office use intensity shall be regulated by required parking standards and building setbacks.

Planned Unit Development No. 1 - This designation is intended for high density residential senior citizen housing with an allowable density not to exceed 70 dwelling units per net acre.

Planned Unit Development No. 2- This designation is intended for high density residential senior citizen housing developments with ancillary commercial uses. Commercial uses must be subordinate to, and complementary to the main residential use. The maximum residential density shall be 26.25 units per net acre.

d. Other Uses

Open Space/Schools/Public Facilities - This designation is intended to provide for areas principally used for recreation, civic, education or cultural purposes, or quasi-public uses. Use intensity shall be regulated by required parking standards and building setbacks. Compatible zoning designations within this district are:

- Open Space (O-S)
- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

Institutional - This designation is intended to provide for land uses which provide public services, including City Hall, the County Superior Courthouse, and other government buildings. Use intensity shall be regulated by required parking standards and building setbacks. Compatible zoning designations within this district are:

- Institutional

- Specific Plan Area (SPA)
- Planned Unit Development (PUD)
- Buffer (B)
- Public Facilities (PF)

4. Objectives and Policies

Objectives

a. City Wide

- To provide for a development pattern which can maximize Norwalk's changing role as a subregional center and which includes employment opportunities, provision of goods and services, housing alternatives, and open space.

- To coordinate land use with newly developed as well as future planned transportation facilities and infrastructure.

- To develop an integrated transportation system, utilizing existing and future public and private transportation modes to meet the City's and regional transportation needs in a more efficient manner.

- To provide for larger comprehensive developments along the City's major arterials which will enhance the overall character of the streetscape and will include adequate parking, buffering and landscaping.

- To provide for upgraded infrastructure and services to support the City's physical and economic growth and development.

- To provide for adequate child care facilities to meet the needs of today's working community.

- To concentrate commercial density in the City Center area and establish it as an urban and sub-regional core.

- To establish a positive image for Norwalk as a growing city and take steps towards maintaining this positive image.

Policies

- Designate specific areas in the City for urban and sub-regional growth.

- Encourage developments to be well located and functionally integrated with adjacent transit facilities.

- Encourage the consolidation of abutting commercial parcels into unified commercial development projects or as separate projects that work and function together as a unit.

- Encourage the redevelopment of existing strip commercial areas which currently lack adequate parking and buffering into self-sufficient integrated commercial

areas.

- Establish financing mechanisms for funding needed infrastructure resulting from new development in the City.

- Encourage the development of child care facilities within the City.

- Encourage the maintenance and enhancement of areas important to the creation of a positive image for Norwalk.

b. Residential Land Uses

Objectives

- To continue to provide for a diversity in housing types for all economic segments of the community.

- To provide for a balanced distribution of multi-family housing throughout the City.

- To provide for the responsible integration of multi-family housing with existing residential neighborhoods to the benefit of each segment of the neighborhood.

- Preservation and improvement of existing housing stock.

Policies

- Encourage development of a wide range of housing types to serve all economic segments of the community by incentives.

- Encourage the maintenance and repair of residential neighborhoods by promoting private and community efforts.

- Encourage balanced distribution of multi-family developments.

c. Commercial Land Uses

Objectives

- To provide for sub-regional serving commercial uses.

- To provide adequate local-serving commercial uses.

Policies

- Encourage development of offices, hotels, restaurants and entertainment in areas designated as sub-regional centers by establishing a positive environment for these uses.

- Encourage development of department stores and related retail uses in areas designated as sub-regional centers by promoting standards that are conducive to these uses.

- Encourage site and building designs which are compatible with the scale and character of adjoining land uses by establishing particular development standards for various districts in the City.

d. Industrial Land Uses

Objectives

- To protect and enhance the economic viability of industrial property within the City.

- To maintain a high caliber of industrial development by providing for the improvement of existing industrial properties.

- To prevent industrial land uses from generating adverse impacts on adjacent land uses.

Policies

- Encourage the development of quality industrial/ business parks.

- Encourage the provision of adequate buffers between industrial and residential uses to mitigate impacts from noise, light, view, traffic and parking by the development of standards that require mitigation between land uses.

e. Public Land Uses

Objective

- To maximize and enhance the recreational potential of existing parks, schools, and public facilities.

Policies

- Provide for the continued use of school property and facilities for recreational use by the provision of appropriate supports and incentives.

- Encourage the provision of private open space in future commercial/office and residential developments by the development of appropriate standards of development and incentives to provide the intended amenities.

- Examine the potential and feasibility of providing for recreational facilities along the San Gabriel River.

5. Implementation Programs

a. Citywide Land Uses

- Monitor the conditions of buildings in the City and enforce pertinent building and zoning codes where necessary.

- Establish regulations and standards which encourage uniform landscaping

requirements along right-of-ways.

- Consider the use of redevelopment techniques authorized by California Redevelopment Law and other methods for the improvement of areas characterized by physical, economic, and/or social blight.

- Provide programs and incentives which educate residential and commercial property owners and tenants regarding methods for the maintenance and upkeep of their property.

- Create a Citywide Identity Program which reinforces an image as established by community consensus.

- Help organize associations which can provide assistance to senior citizens and low-income households.

- Implement programs listed in Section 3, Area Plans; and Section 4, Opportunity and Special Site Study Areas.

- Change zones to be consistent with the Land Use Map.

- Modify City Codes and Ordinances which do not support and are not consistent with the General Plan.

- Incorporate General Plan provisions in all Development Agreements,

Subdivision Conditions, Conditional Use Provisions, and Site Plan review requirements.

- Consider the development of a Child Care Program to study:
  - The child care needs of residents and people working in the City of Norwalk.
  - Appropriate locations for child care facilities.
  - The appropriateness of zoning for child care.
  - Means of financing child care facilities and services.
  - Public-private partnerships in child care.
  - Child care as related to transit centers and stops.
  - Child care facility design standards.

b. Residential Land Uses

- Permit density bonus incentives for low income housing as required by State law.
- Help organize neighborhood associations to address common issues.

- Consider methods of improving property maintenance, including establishment of regulations for landlord accountability.

- Establish standards for tree planting in residential neighborhoods.

- Establish a parking management plan for neighborhoods which are adversely impacted by adjacent commercial uses.

c. Commercial Land Uses

- Establish buffering requirements for commercial developments adjacent to residential areas to the benefit of both parties.

- Modify parking ordinances as necessary to promote shared parking and improved landscape standards.

d. Industrial Land Uses

- Require industrial developments to incorporate adequate buffers for any abutting residential uses which adequately protect residential areas from adverse impacts due to noise, light, visibility of and from industrial activity, vehicular traffic and parking, and risks to property.

e. Other Land Uses

- Discuss preparation of feasibility studies

to expand and enhance the use of existing facilities City owned and those owned by the school district.

- Cooperate with the school district in the provision of recreational opportunities on school grounds.

- Discuss preparation of feasibility studies to examine the potential for providing recreational opportunities along the San Gabriel River.

B. Circulation

1. Goals and Opportunities

The Circulation Element is one of seven State mandated elements of the General Plan and is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. A well-planned circulation system is important and the State of California has mandated the adoption of a citywide Circulation Element since 1955. The anticipated level and pattern of development by the year 2010, as identified in the Land Use Element, and increased development in the surrounding areas will increase capacity demands on the City's roadways. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies which serve as the basis for the Circulation Element.

The purpose of the Circulation Element is to provide a safe, sensible and efficient circulation system for the City. The current State mandate for a Circulation Element states that the General Plan shall include:

> "... a circulation element consisting of the general location for proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

To meet these objectives, the Circulation Element addresses the circulation improvements needed to relieve traffic congestion due to future land uses. It also addresses potential demand management strategies and mass transit services. Corresponding goals and policies have been adopted to ensure that all components of the circulation system will meet the goals of the City. The following circulation goals are established:

- An adequate transportation/circulation system that supports regional and local land uses at adopted level of service (LOS) standards and complies with requirements of the County Transportation Management Program (CMP).

- A network of regional transportation facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries and which accommodates the regional travel demands of developing areas outside the city.

- A circulation system that maximizes efficiency

through the use of transportation system management and demand management strategies.

- An efficient public transportation system that provides mobility to all City residents, employees and visitors.
- An efficient bicycle and pedestrian circulation system that encourages these alternative forms of transportation.
- Ensure that development of Class II bikelanes provides for the safe and efficient travel of both bicycles and vehicular traffic.
- Well-designed and convenient parking facilities.
- A truck circulation system that provides effective transport of commodities while minimizing the negative impacts throughout the City.

2. Related Plans and Programs

Several transportation plans have been prepared focusing on the development of a regional transportation system to handle the anticipated traffic loads expected from future development. Plans and programs related to the Circulation Element include the following:

- County of Los Angeles Master Plan of Arterial Highways
- County of Los Angeles, Congestion Management Plan

- Los Angeles/San Diego Corridor Commuter Rail Plan

3. State Law and General Plan Guidelines

This section summarizes the State Law and guidelines established to aid in the preparation of a city's General Plan. It also discusses the Circulation Elements relationship to other elements in the General Plan.

California State Law requires that each city and county adopt a comprehensive, long-term General Plan for its own physical development. In essence, a General Plan serves as the blueprint for future growth and development. As such, the plan must contain policies and programs designed to provide decision makers with a solid basis for land use related decisions.

The General Plan must address many issues which are directly related to and influence land use decisions. In addition to land use and other topics, the plan is required to address the circulation impacts of land use decisions to the extent that they apply to a particular jurisdiction.

The "General Plan Guidelines" (Section 65302 of the Government Code), published by the State of California, Office of Planning and Research, suggests that the policies and plan proposals of the Circulation Element should:

- Coordinate the transportation and circulation system with planned land uses;
- Promote the efficient transport of goods and the safe and effective movement of all segments of the population;

- Make efficient use of existing transportation facilities; and
- Protect environmental quality and promote the wise and equitable use of economic and natural resources.

The purpose of the Circulation Element is to comply with the directive of the State Law and guidelines in order to achieve the objectives of promoting the efficient transport of goods and the safe, efficient movement of traffic within the city.

4. Relationship to Other General Plan Elements

A major goal in the preparation of the General Plan for Norwalk is to achieve internal consistency throughout the various General Plan elements. For instance, the Circulation Element portrays the roadway system needed to serve traffic generated by uses permitted in the Land Use Element, as well as increased development in the surrounding areas. The Circulation Element is associated with the Noise Element since traffic forecasts are used in conjunction with other data to determine noise contours for the General Plan uses.

5. Scope and Content of the Element

This Element is comprised of several sections which address the major components of the circulation system. Each section contains summary information on the existing and future conditions of the system, relevant plans and programs which influence circulation in Norwalk and the goal and policy statements corresponding to each component.

6. The Circulation Plan

This section of the Circulation Element describes the location and extent of circulation facilities and services, and identifies standards that apply to each.

a. Components of the Circulation System

Several components comprise the circulation system serving the City of Norwalk. A regional network provides for travel demand through the City, to and from destinations outside the City, and the local network provides for travel demand within the City, for residents, employees and visitors. Both are described in the following sections.

1. Regional Network

Major Generators - The City of Norwalk is located in southeast Los Angeles County and is primarily surrounded by residential/industrial communities. Regional circulation is a major issue as commuter traffic between these communities and major employment centers to the north, west and south contribute to the regional travel demand in Norwalk.

Freeways - The Santa Ana Freeway (I-5) is the major north-south route for regional interstate travel between San Diego and Los Angeles, and is located in the central portion of the City. Interchange facilities are provided at

Imperial Highway, Pioneer Boulevard, San Antonio Drive/Norwalk Boulevard, and Firestone Boulevard.

The cities of Norwalk, Buena Park, Commerce, Downey, La Mirada and Santa Fe Springs established the Interstate-5 Consortium Cities, a Joint Powers Authority (JPA) with the goal of collectively acting to increase the safety and efficiency of the Federal Interstate Route 5 Freeway while protecting the best interests of the member communities. Proposed freeway widening from 6 lanes to 8-10 lanes will improve freeway capacity and safety but could also result in significant hardships to residents and displacement of commercial and industrial districts.

The San Gabriel Freeway (I-605) traverses the city in a north-south direction in the western area of the city. Interchange facilities are provided at Firestone Boulevard, Imperial Highway, Rosecrans Avenue, and Alondra Boulevard. The I-105 Freeway intersects the I-605 Freeway from the west and provides for interchange facilities between the two freeways along with the Metro Green line and a Transportation Center with a Park-and-Ride lot within the freeway complex.

2. Local Network

The local network, which is comprised of arterial roads, and local and collector streets, is described in the following section.

b. Roadway Facility Designations

The future roadway system in Norwalk has been defined using a classification system which describes a hierarchy of facility types. The categories of roadways included in this classification system differentiate the size, function and capacity of the roadway links for each type of roadway.

There are several basic categories in the hierarchy, ranging from "Freeway," with the highest capacity, through "Major" and "secondary" arterials, to "Collector" streets, with the lowest capacity. Major, primary and secondary arterials are expected to include bike lanes which conform to City standards. Different optional facilities are also expected (on-street parking, sidewalks, extra parkway or median landscape treatment, etc.)

The four categories of roadways, including the "Freeway" category, and their typical cross section widths, are described in greater detail in the following paragraphs:

Freeway - A six to ten lane divided roadway with full access control and a typical right-of-way in excess of 150 feet, designed and maintained by the State Department of Transportation (Caltrans).

Major - A five or six lane divided roadway, with a typical right-of-way width of 100 feet and a curb-to-curb width of approximately 80 feet.

Secondary - A four lane divided or undivided roadway, with a typical right-of-way width of 80 feet and a curb-to-curb width of 64 feet.

Collector - A two-lane undivided roadway, with a typical right-of-way width of 54 - 60 feet and a curb-to-curb pavement width of approximately 40 feet. Its function is to distribute traffic between local streets, major and secondary arterials. Although some collectors serve as through routes, their primary function is to provide access to surrounding land uses.

As a roadway facility is downgraded, the non curb-to-curb width increases to allow for landscaping and other amenities.

c. Performance Criteria

Evaluating the ability of the circulation system to serve the desired future land uses requires the establishment of suitable "performance criteria". These are the means by which future traffic volumes are compared to future circulation system capacity and the adequacy of that circulation system assessed.

Performance criteria have a policy component which establishes a desired level of service (LOS) and a technical component which

specifies how traffic forecast data can be used to measure the achievement of the criteria. The following table establishes the maximum average daily trips for various types of roadway facilities, at certain levels of service:

ADT LEVEL OF SERVICE VOLUMES BY FACILITY TYPES

Facility Type	Maximum Volume	
	LOS D	LOS E
Major (6 lanes divided)	50,600	56,300
Major (5 lines divided)	37,520	46,900
Secondary (4 lanes divided)	30,000	37,500
Secondary (4 lanes undivided)	20,000	25,000
Collector (2 lanes undivided)	10,000	12,500

Average daily traffic (ADT) capacities represent the general level of daily traffic that each roadway type can carry and should be used as a general design guideline only. Level of Service for the circulation system is more precisely determined by examining peak hour intersection volumes and, therefore, the Circulation Element uses peak hour volumes as a basis for determining appropriate capacity needs. The following table interprets traffic volume into levels of service.

PEAK HOUR LEVEL OF SERVICE		
Level of Service	Traffic Flow Quality	Maximum ICU Value
LOS A	Low volume; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00-0.60
LOS B	Operating speeds beginning to be affected by other traffic; between one and ten percent of the waiting vehicles have more than one signal cycle during peak traffic periods.	0.61-0.70
LOS C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the waiting vehicles have more than signal cycle during peak traffic periods; recommended ideal design standard.	0.71-0.80
LOS D	Tolerable operating speeds; 31-70 percent of the waiting vehciles have more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81-0.90
LOS E	Capacity; the maximum traffic volume an intersection can operate with; restricted speeds; 71 to 80 percent of the waiting vehciles have one or more than one signal cycle during peak traffic periods.	0.91-1.00
LOS F	Long queues of traffic; unstable flow; stoppages of long duration; high traffic volume and speed can drop to zero.	Above 1.00

Source: "Highway Capacity Manual," Highway Research Board Special Report 87, National Academy of Sciences, Washington D.C., 1965. Page 320. Peak hour intersection level of service (LOS) to be based on ICU values calculated as follows: Saturation flow rate - 1,700 vehicles per hour (VPH); Clearance Interval 0.05 ICU

The City of Norwalk has established level of service (LOS) "C" as a target LOS standard and

LOS "D" as a threshold standard for ADT link volumes and peak hour intersection volumes. The City recognizes that not all intersections within the City can meet the target LOS "C". Therefore, the City should establish a critical intersection list which consists of intersections which do not meet the target of LOS "C" at peak periods only, but do not exceed the City's threshold LOS standard of "D." For an intersection to be placed on the City's critical intersection list, the City must find that the improvements necessary to meet the target LOS "C" are not feasible because of one or more of the following reasons: (1) the cost of the necessary improvements exceeds available funding sources; (2) the design of the necessary improvements is not compatible with the surrounding land uses; or, (3) the design of the necessary improvements is contrary to other established City policies.

The level of service descriptions are based on the Intersection Capacity Utilization (ICU) method. The ICU method measures the ratio of intersection demand to capacity. The ICU is calculated by adding the ratios of demand to capacity for the critical movements at an intersection.

The City of Norwalk is also a part of the Los Angeles County Congestion Management Plan (CMP) which is a state mandated program with the passage of Assembly Bill 471. The requirements of the CMP became effective with the voter approval of Proposition 111 in June, 1990. The CMP was created for the following

purposes:

- To link land use, transportation and air quality decisions;
- To develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and
- To propose transportation projects which are eligible to compete for state gas tax funds.

Two City of Norwalk intersections are included in the CMP system for annual monitoring, they are:

Station 110 - Firestone Boulevard/Imperial Highway
Station 111 - Imperial Highway/Norwalk Boulevard

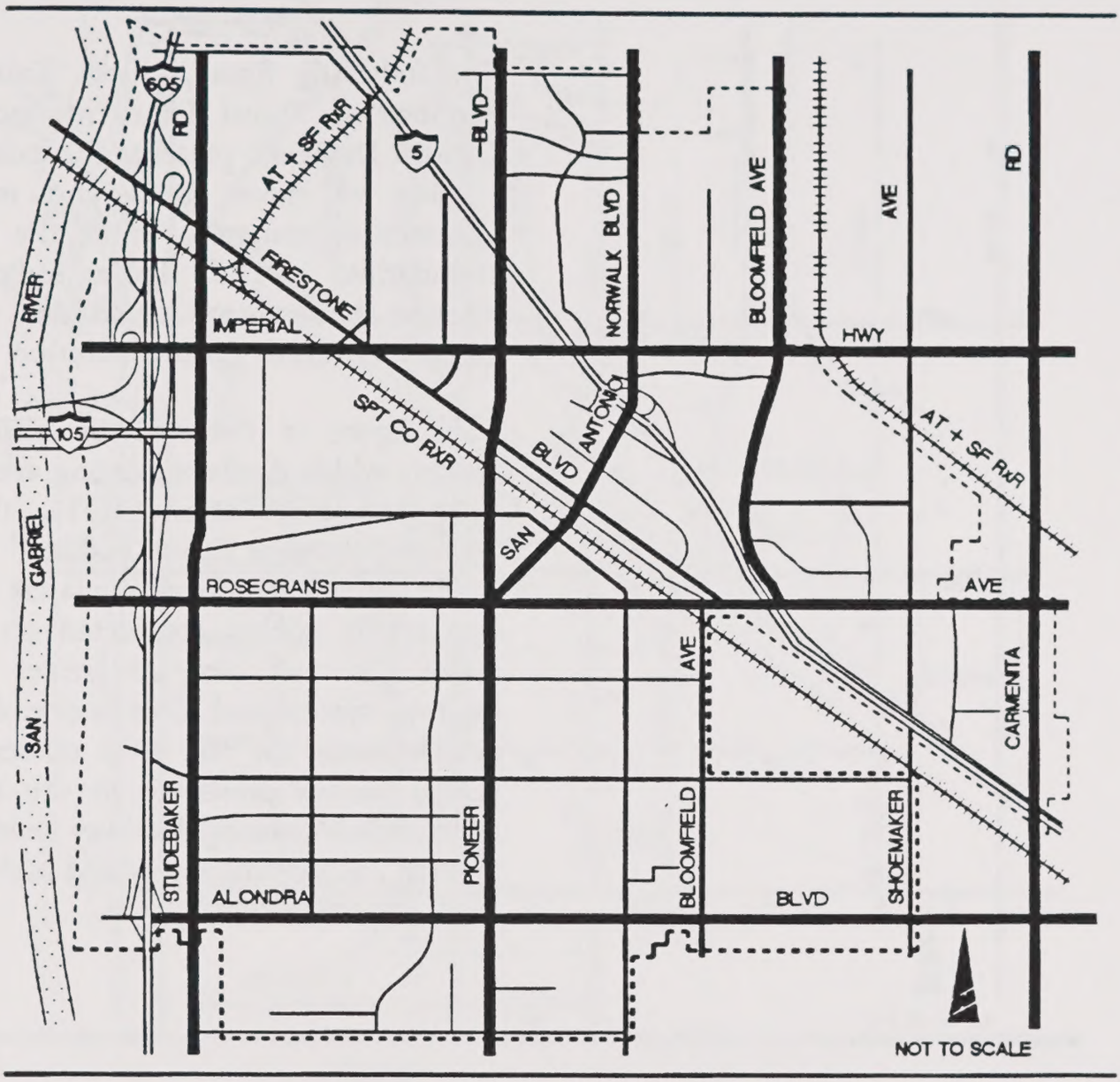
In addition to monitoring the two CMP intersections, the document sets forth a series of requirements including, local input to the CMP, transit monitoring, implementation of a Transportation Demand Management (TDM) Ordinance, land use analysis program, participation in the County deficiency plan and adopting an annual self-certification resolution and local implementation report. Appendix D of the CMP sets forth guidelines for CMP Transportation Impact Analysis (TIA). In general, a CMP TIA is required for projects required to prepare an Environmental Impact Report based on local requirements.

d. General Plan Circulation System

The goals and policies included in this Element emphasize the importance of developing a circulation system that is capable of serving both existing and future residents while preserving community values and character. The Circulation Plan that is required to support the Land Use Element is discussed in the following sections.

1. Existing Circulation Plan

Illustrated in the following figure, "The Circulation Plan: Street Designations," are the existing street designations for roadways in the City of Norwalk, which will remain as the future street designations.



LEGEND:

- STUDY AREA BOUNDARY
- FREEWAY
- MAJOR HIGHWAY - 100' ROW
- SECONDARY HIGHWAY - 80' ROW
- COLLECTOR ROAD 54'-60' ROW
- RAILROAD

City of NORWALK

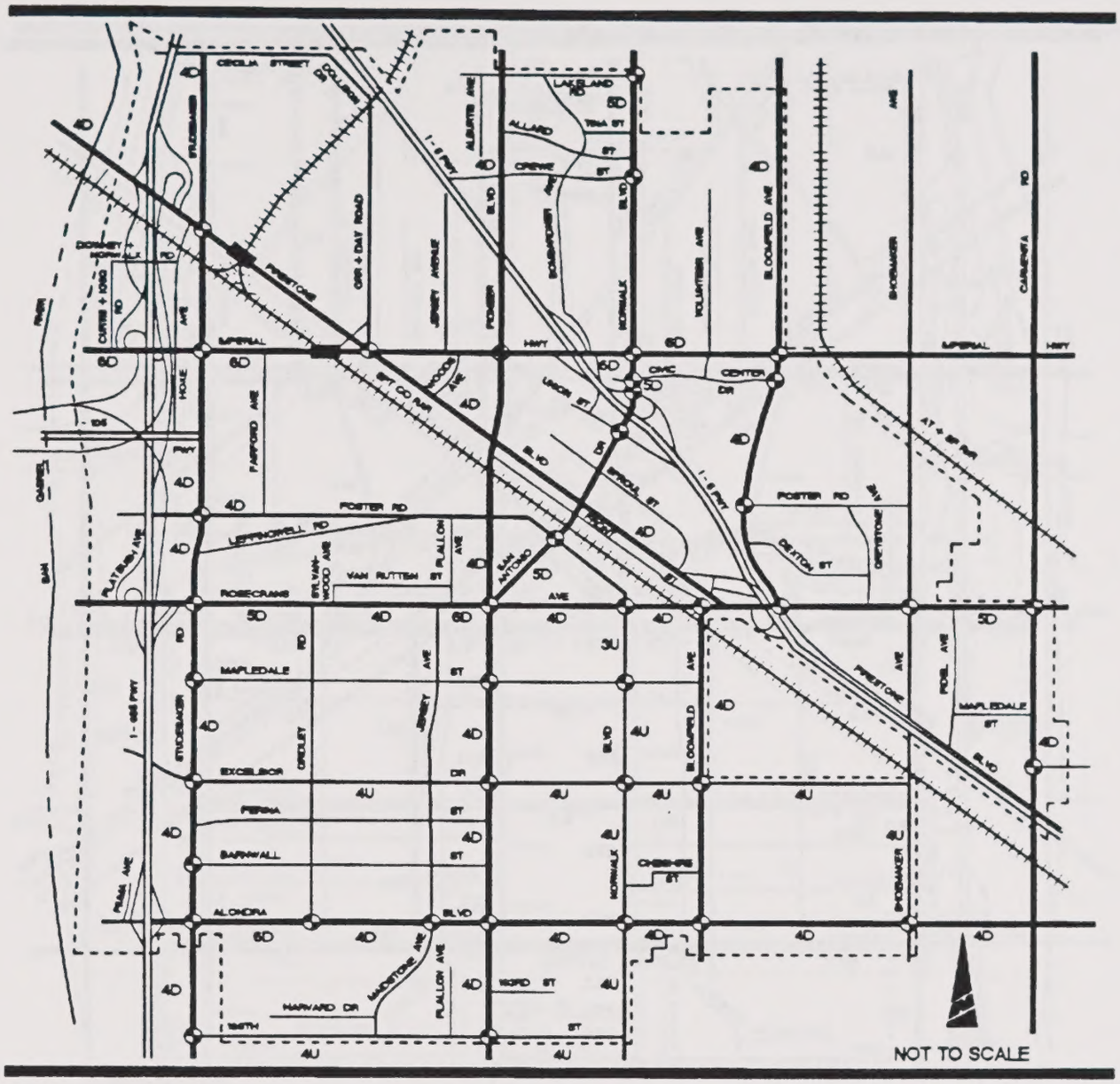
THE CIRCULATION PLAN: STREET DESIGNATIONS

6

FIGURE 5-1

The following figure, titled "Existing Number of Travel Lanes/Intersection Control Devices," presents the existing number of travel lanes and major intersection controls within the city boundaries. The figure indicates whether the roadways are divided, with median islands or grade separation.

This figure is followed by another graphic which displays existing average daily traffic volumes (ADT), titled "Existing Average Daily Traffic." The traffic volumes represent the latest two-way traffic counts conducted on the major City of Norwalk street and highway system and serve as one of the determinants for the level of service (LOS) factors presented in the third figure, titled "Existing Roadway Levels of Service", as existing street and highway levels of service (LOS).



LEGEND:

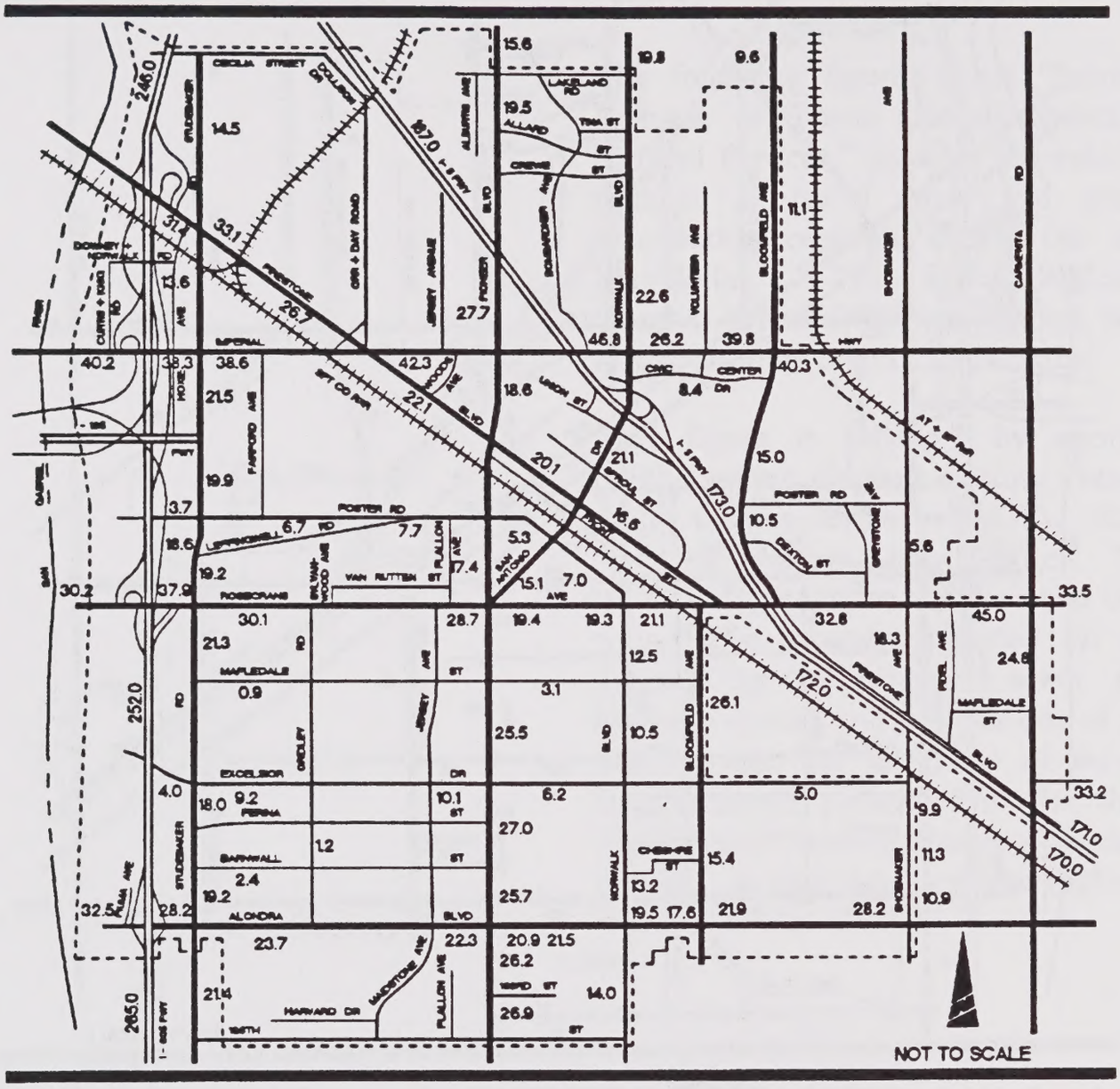
- TRAFFIC SIGNAL
- AT-GRADE CROSSING
- GRADE SEPARATION
- 4 - NUMBER OF LANES
- D - DIVIDED
- U - UNDIVIDED

City of NORWALK

EXISTING NUMBER OF TRAVEL LANES/
INTERSECTION CONTROLS

FIGURE 5-2

13



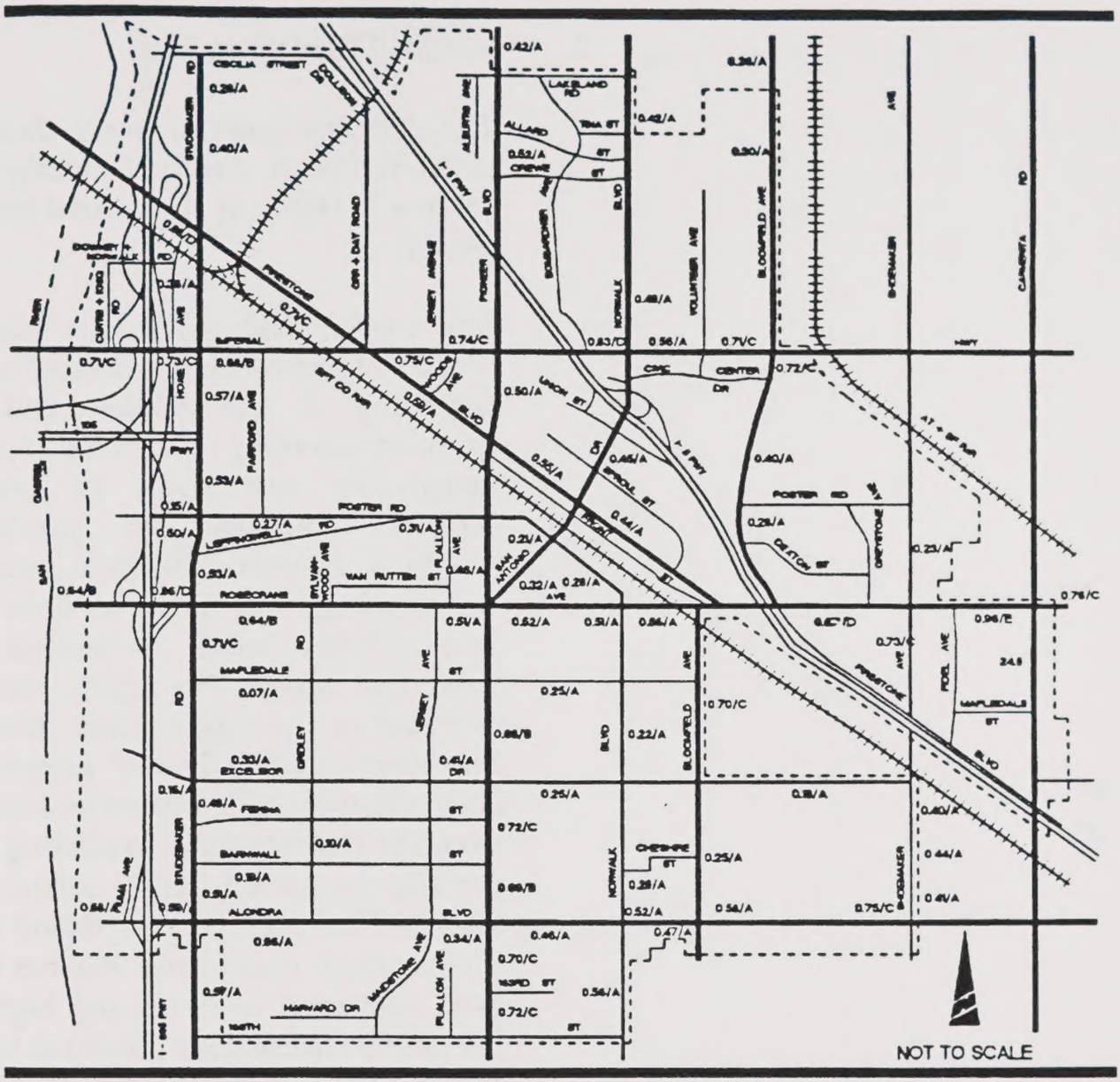
LEGEND:

- STUDY AREA BOUNDARY
- FREEWAY
- MAJOR HIGHWAY
- SECONDARY HIGHWAY
- COLLECTOR ROAD
- RAILROAD
- 17.6 - AVERAGE DAILY TRIPS IN 1,000's

SOURCE: CITY OF NORWALK

City of NORWALK

EXISTING AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

- - - - - - STUDY AREA BOUNDARY
═══ FREEWAY
▬▬▬ MAJOR HIGHWAY
▬▬▬ SECONDARY HIGHWAY
▬▬▬ COLLECTOR ROAD
┼┼┼┼┼┼ RAILROAD
00.0/X - VOLUME TO CAPACITY RATIO/LEVEL OF SERVICE

CITY OF NORWALK

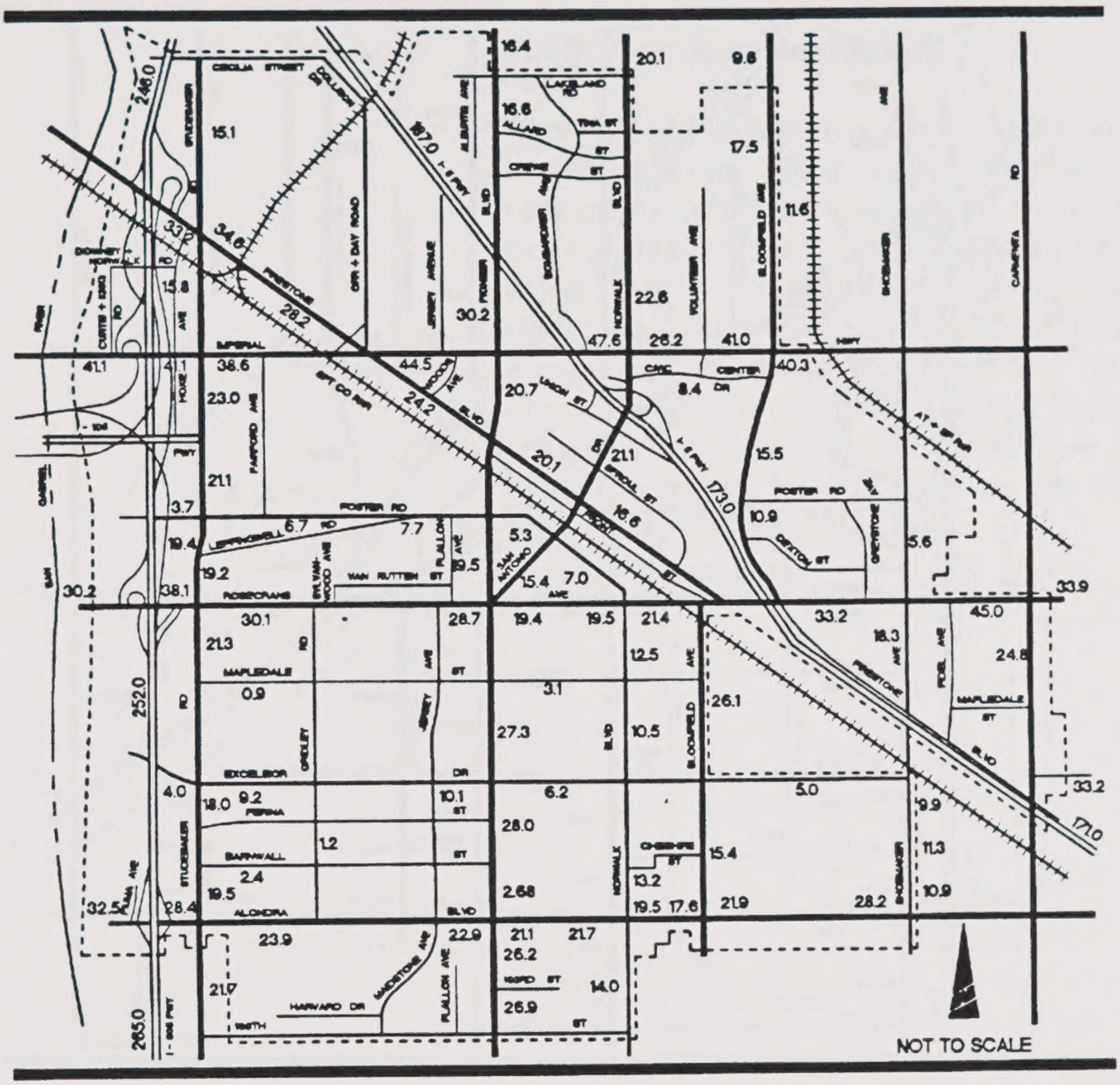
EXISTING ROADWAY LEVELS OF SERVICE

FIGURE 5-4

2. Future Circulation Plan

The desirable goal for every classified street is that it carries the designated volume of traffic at the desired level of service.

The arterial roadways in the planned circulation system were illustrated at the beginning of this section and are classified according to their facility-type designation and sized to provide sufficient capacity for previously projected volumes. The daily, two-way street and highway traffic volumes have been revised to reflect the General Plan Land Use Map. The traffic volumes reflected in the figure titled "General Plan Average Daily Traffic" present the daily, two-way traffic volumes calculated from the changes between existing land use trip generation figures to the new General Plan land designated land uses. The resultant traffic daily volumes have been converted to street and highway Levels of service and are presented in the figure titled "General Plan Roadway Levels of Service." Levels of service (LOS) increases are forecast, particularly in the area of Firestone Boulevard and Imperial Highway. As shown, the street and highway LOS remains within acceptable levels.

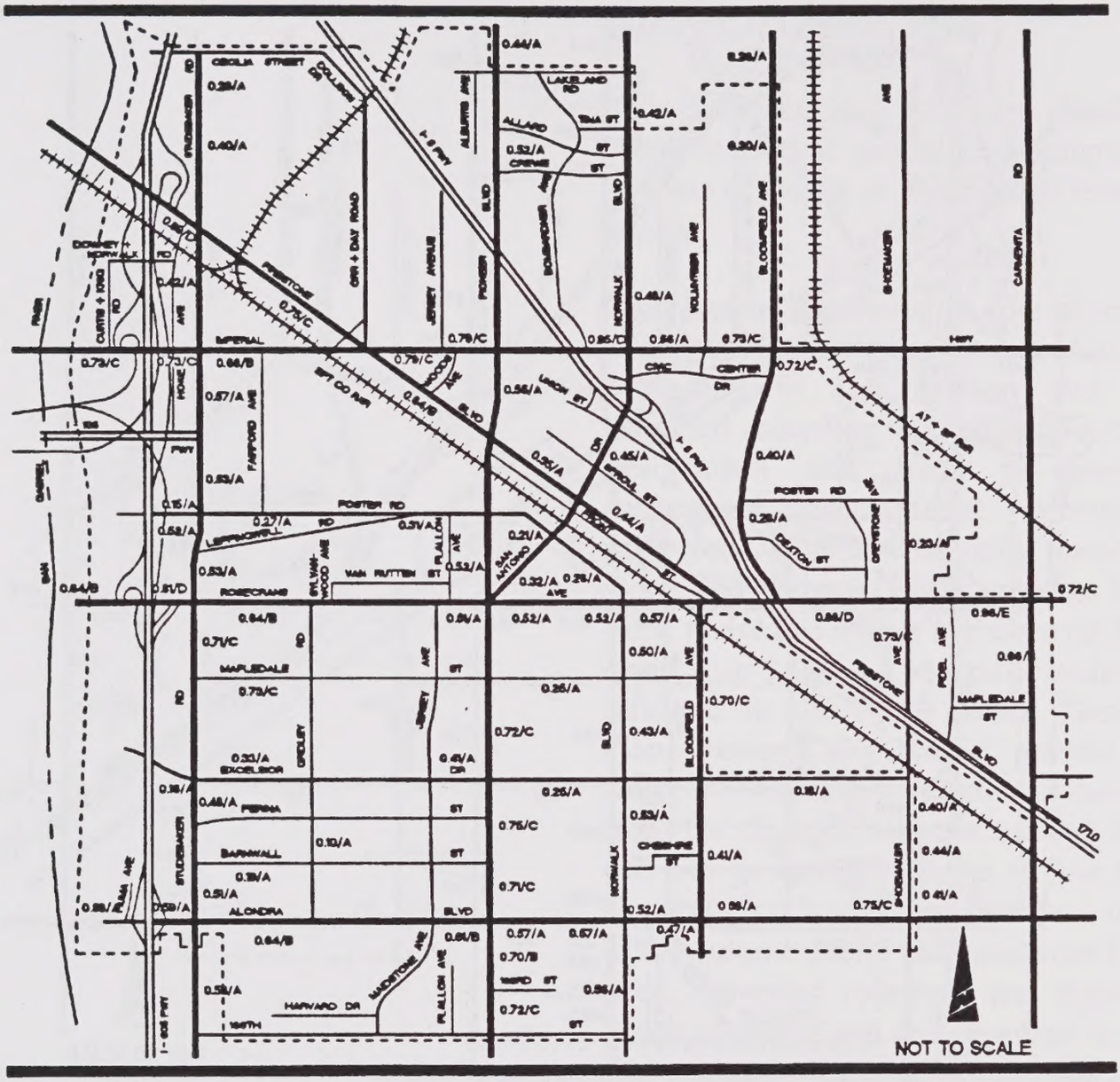


LEGEND

- STUDY AREA BOUNDARY
- FREEWAY
- MAJOR HIGHWAY
- SECONDARY HIGHWAY
- COLLECTOR ROAD
- RAILROAD
- 17.5 - AVERAGE DAILY TRIPS IN 1,000's

City of NORWALK

GENERAL PLAN AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

- STUDY AREA BOUNDARY
- FREEWAY
- MAJOR HIGHWAY
- SECONDARY HIGHWAY
- COLLECTOR ROAD
- RAILROAD
- 00.0/X - VOLUME TO CAPACITY RATIO/LEVEL OF SERVICE

City of NORWALK

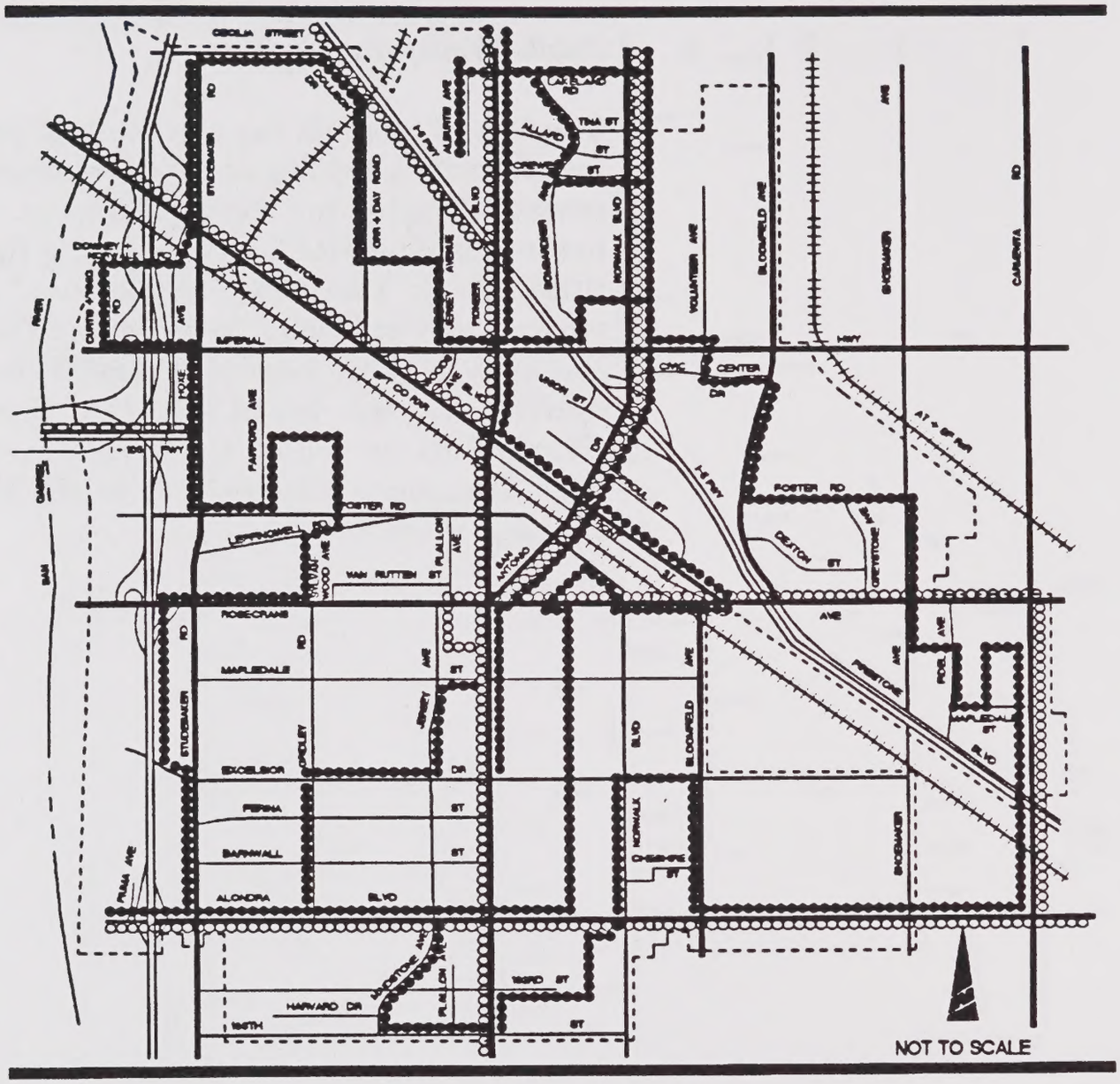
GENERAL PLAN ROADWAY LEVELS OF SERVICE

FIGURE 5-6

18

e. Public Transportation Plan

The City of Norwalk has a network of public transit routes providing access to employment centers, shopping and recreational areas. The network is illustrated in the following figure, titled "Public Transportation Network," and service is provided by the Metropolitan Transit Authority. The network includes routes operated by the Norwalk Transit System (Hustle Bus), as well as, the Green Line and High Occupancy Vehicle lanes in the I-105 Freeway right-of-way.



LEGEND:

- STUDY AREA BOUNDARY
- FREEWAY
- MAJOR HIGHWAY
- SECONDARY HIGHWAY
- COLLECTOR ROAD
- RAILROAD
- METRO GREEN LINE/HOV LANES
- NORWALK TRANSIT
- RTD ROUTES

City of NORWALK

PUBLIC TRANSPORTATION NETWORK

FIGURE 5-7

19

f. Bikeway Plan and Pedestrian Circulation

The City of Norwalk recognizes that bicycle and pedestrian travel are an important component of the City's circulation system. Given the fact that Southern California has a serious air quality problem and an increasing congestion problem, the City of Norwalk encourages bicycle and pedestrian travel as alternative forms of transportation.

When analyzing and developing the City's Bikeway Plan, it is helpful to categorize different types of cyclists by their riding habits. One category of cyclists includes families, children and other recreational riders who ride at a slow pace. These riders generally prefer to ride on off-street trails and sidewalks. Another category of riders is the fitness and recreational rider. These cyclists generally travel at high speeds for long distances. Primarily, these riders ride on the major arterial roadways and off-street trails if the trails are large regional trails. These cyclists do not ride on sidewalks. The last category of cyclists includes the commuter cyclist. These riders also travel at high speeds and prefer to take the most direct route to their destination. Generally, these riders prefer to ride on major arterial roadways. However, commuter cyclists will also ride on off-street trails if the trails provide a more direct route to their destination. Similar to the fitness rider, commuter cyclists do not ride on the sidewalk. In order to accommodate all of the City's cyclists, the City's goal is to provide a

network of both on-street and off-street bikeways.

Sidewalks designed to accommodate both pedestrian and bicycles serve a very limited function, and will be used only by children and very slow recreational riders. Encouraging other fast riding cyclists to use sidewalks creates a dangerous situation for both cyclists and pedestrians. Pedestrian trails connect various points in the community with nearby residential, commercial, and recreational uses. These trials not only provide efficient circulation, but ensure safe access to desired destinations.

1. Bikeway Plan

The goal is to develop a network of on-street and off-street bikeways to accommodate the different types of cyclists in Norwalk. Currently, the network of bicycle routes is only partially established. Following completion of the improvements identified in the Bikeway Plan, bike lanes will be included on most of the City's primary and major arterial roadways. The following outlines the categories of bikeways:

- Class I: A paved path that is separate from any motor vehicle travel lane;
- Class II: A restricted lane within the right-of-way of a paved roadway for the exclusive use of

bicycles.

2. Design Criteria

In order to promote bicycle travel in Norwalk, adequately designed facilities which promote safe bicycle travel are essential. There are two basic hazards when riding bicycles on the street: motorized vehicles and road hazards.

Appropriately designed roadways and good roadway maintenance can help minimize these hazards. The following are four types of facilities and programs which will help reduce the hazards of cycling.

Bikelanes - An effective and efficient bicycle system provides for the unrestricted movement of both motorized vehicles and bicycles. Therefore, it is essential to maintain a separation of motor vehicles and bicycles. The best method for providing this on-road separation is bicycle lanes. Bicycle lanes are an area between the curb and the travel lane for exclusive or semi-exclusive use of bicycles. The minimum width of a bikelane should be five feet from the longitudinal line which separates the concrete gutter from the road surface for roadways without on-street parking. If parking is permitted, a minimum of fifteen feet from the curb should be provided to accommodate

both parked vehicles and bicycles. If the road is designed without a separation between the gutter and road surface, the bikelane should be five feet from the face of the curb.

Turning movements are the most likely time for bicycles and vehicles to conflict with one another. Vehicles which desire to make a right turn must cross the path of the cyclist and bicyclists which desire to make a left turn must cross the travel lanes. Therefore, to ensure safety and roadway efficiency, two design features should be included in roadway design, when feasible:

1. When there is a free right turn lane or a right turn only lane, the bicycle lane should be moved from being next to the curb to being located between the designated right turn lane and the first thorough travel lane, well before the intersection begins. Additionally, sufficient width, minimum of 14 feet, should be maintained for the right turn lane to accommodate those bicycles making a right turn.

2. When there are either one or multiple designated left turn lanes, an area to accommodate bicycle travel, with a minimum of four feet, should be provided

between the last through travel lane and the first designated left turn lane.

Minimum Curb Lane Width - In areas where bike lanes are not feasible, it is essential to maintain a curb lane width wide enough to accommodate bicycles. If the curb lane width is too narrow, it creates a situation where bicycle travel becomes dangerous and motor vehicle travel is impeded by the presence of bicycles. Therefore, it is essential to maintain a minimum curb width of 17 feet in areas where Class II bikelanes are not feasible.

Road Hazards - One reason bicyclists tend to ride in the outside (closest to the travel lane) portion of the bikelane is to avoid road hazards. There are many road hazards which occur near the curb. One of the major hazards is the longitudinal separation line which occurs between the concrete gutter and the road surface. Because this change in surface elevation is so dangerous for cyclists, the area between the longitudinal line and the curb should not be considered as part of the bike lane. Another road hazard near the curb is drainage grates. The parallel-bar grates can trap a bicyclist's wheel, causing a serious crash to occur. The best design for drainage facilities is the curb-face inlet. If this design is not feasible, then the next best

approach is a bicycle safe grate, such as a honeycomb or short angled slot design. Another road hazard occurring near the curb is road debris. Vehicle travel tends to push debris toward the curbs. Regular street sweeping can solve this problem.

Bicycle Sensitive Traffic Signals - Demand activated signals are known for being unresponsive to bicycles. Bicycles generally do not have either enough metal to activate detectors. However, modern detection systems have been developed which do detect bicycles. One design available is a modified quadruple loop (Caltrans Type D). In addition to bicycle loop detection, traffic signals should be modified or constructed to include signal push buttons for use by bicyclists.

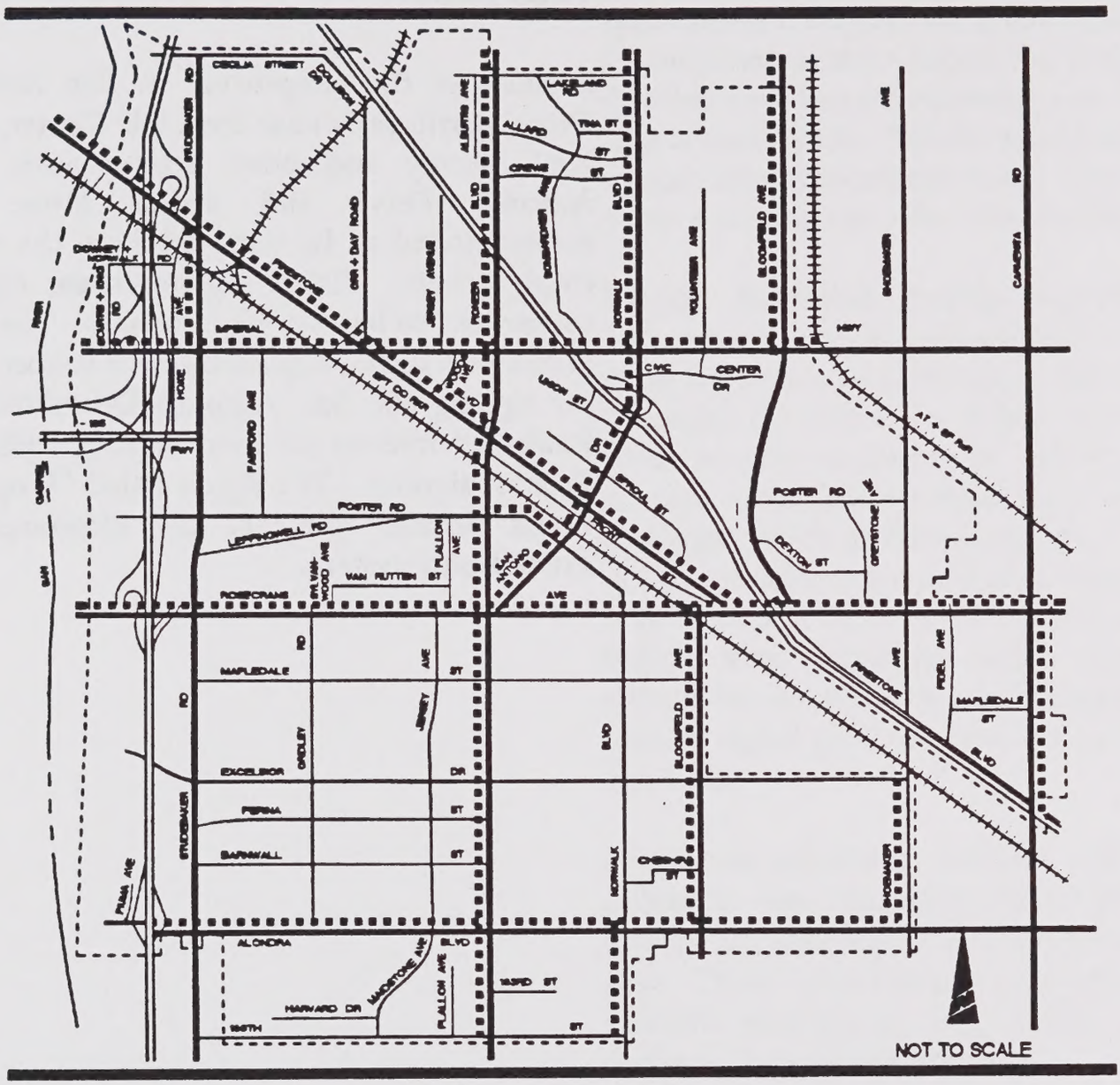
Pedestrian sidewalks connect various points in the community with nearby residential, commercial and recreational uses. These sidewalks not only provide efficient circulation but ensure safe access to desired destinations.

g. Truck Routes

The City of Norwalk has an existing truck route system in order to accommodate truck traffic and encourage trucks to use roadways where their impacts on residential and congested areas will be minimal. The existing truck route system is presented in the figure titled "Existing

Truck Route."

Because of the congestion on San Antonio Drive, particularly near the Civic Center, City Hall, library and other related uses, San Antonio Drive and Foster Drive are recommended to be removed from the truck route system. Other roadways are equally convenient to freeway interchanges. The City of Norwalk should request Caltrans cooperation for signing the San Antonio Drive/Norwalk Boulevard freeway off-ramp signing with "No Trucks" signing. The figure titled "Proposed Truck Routes" presents the recommended Truck Route system.

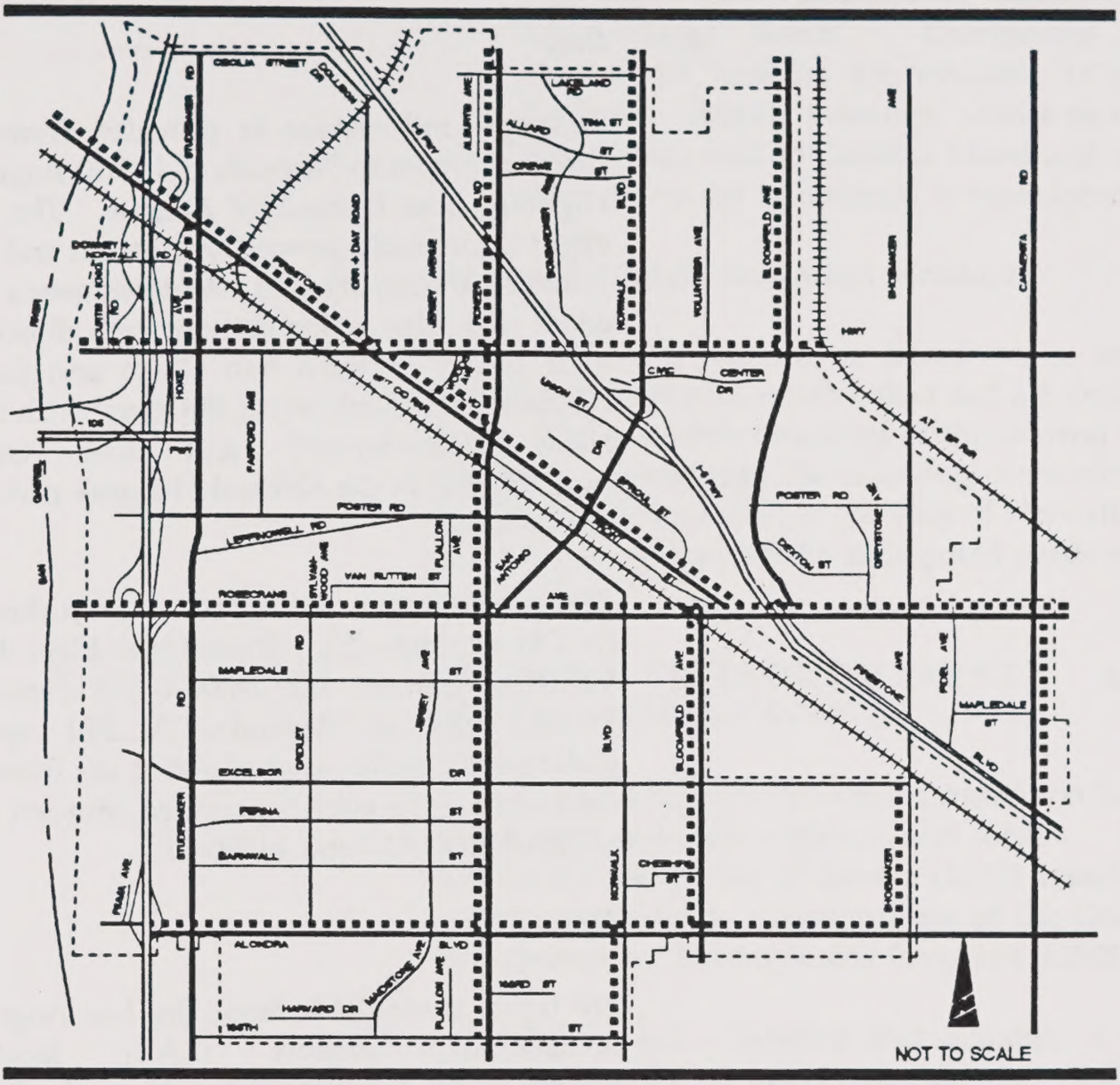


LEGEND:

- STUDY AREA BOUNDARY
- FREEWAY
- MAJOR HIGHWAY
- SECONDARY HIGHWAY
- COLLECTOR ROAD
- RAILROAD
- TRUCK ROUTES

City of NORWALK

EXISTING TRUCK ROUTES



LEGEND:

- STUDY AREA BOUNDARY
- FREEWAY
- MAJOR HIGHWAY
- SECONDARY HIGHWAY
- COLLECTOR ROAD
- RAILROAD
- TRUCK ROUTES

City of NORWALK

PROPOSED TRUCK ROUTES

FIGURE 5-9

h. Rail

Passenger rail service is provided from an Amtrack Depot in Norwalk at 12700 Imperial Highway near Bloomfield Avenue. The rail depot is currently served by Amtrack and the MetroLink train services. Amtrack serves the depot with nine trains daily in each direction with service between San Diego and Santa Barbara. MetroLink serves the depot with four trains (northbound) and four trains (southbound) in the AM and PM peak periods, respectively.

The Metropolitan Transportation Authority (MTA) operates the "Green Line" Light Rail Vehicles Between the I-605/I-105 Freeway Station and El Segundo. A 521 space park-and-ride facility is provided at the freeway confluence and service is provided between the hours of 5:00 AM and 11:00 PM.

i. Air

Air travel is available from the Los Angeles International Airport (LAX) located approximately 25 miles west of Norwalk. LAX is the closest regional airport that Norwalk residents could use. Other regional airports are located within approximately 25 to 45 miles distant in Long Beach, John Wayne Airport (Orange County), Ontario and Long Beach Airport.

j. Harbor-Port

The closest harbor facilities are located in Los Angeles-Long Beach. Commercial and recreational facilities are available at these locations. Regular passenger service to other destinations such as Catalina Island and cruise ship services can be obtained at these locations.

7. Policies and Implementation Measures

The Circulation Element is based on a set of circulation-related goals which reflect and are designed to support the citywide objectives of the General Plan. The goals acknowledge the changing economic and environmental conditions in the City of Norwalk and surrounding regions and the anticipated needs of the community.

LOCAL THOROUGHFARES AND TRANSPORTATION ROUTES

Goal 1 An adequate transportation/circulation system that supports regional and local land uses at adopted level of service (LOS) standards and complies with requirements of the County Transportation Management Program (CMP).

Policy 1.1 - Develop and maintain a road system that is based upon and is in balance with the Land Use Element of the General Plan.

Policy 1.2 - Make all feasible transportation improvements in order to meet a target level of service (LOS) standard of "C" and a threshold standard of LOS "D." The City recognizes that not all intersections within the City can meet this target LOS. Therefore, the City will

establish a critical intersection list which consists of intersections which do not meet the target LOS of "C," at peak periods only, but do not exceed the City's threshold standard of "D." In order for an intersection to be placed on the City's critical list, the City Council must find that the improvements necessary to meet the target LOS "C" are not feasible because of one or more of the following reasons: 1) the cost of the necessary improvements exceeds available funding sources; 2) the design of the necessary improvements is not compatible with the surrounding land uses; or 3) the design of the necessary improvements is contrary to other established City policies.

Policy 1.3 - Make all feasible transportation improvements in order to meet the threshold level of service unless the City determines that the unacceptable level of service is a direct result of regional traffic and that the improvements necessary to achieve the threshold level of service: 1) exceed the available funding sources; 2) are not compatible with the surrounding land uses; or 3) the design of the improvements is contrary to other established City policies.

Policy 1.4 - Each signalized intersection that has been improved to its maximum feasible configuration and still does not meet the threshold level of service shall be placed on the deficient intersection list.

Policy 1.5 - Allow adjustment of stated requirements if necessitated by unusual or

extraordinary circumstances including, but not limited to, such conditions as an arterial highway temporarily accommodating traffic usually carried by a freeway while freeway improvements are being constructed.

Policy 1.6 - Measure traffic LOS using the current guidance regarding traffic level of service policy implementation established by the Local Transportation Authority.

Policy 1.7 - Require necessary conditions of approval on development projects to achieve traffic LOS standards prescribed in this Element.

> **Action 1.7.1** - Require that proposals for major new developments include a traffic impact analysis which identifies measures to mitigate and identified project impacts according to the traffic LOS standards prescribed in this Element.

Policy 1.8 - All development projects contributing one percent or more to the critical movement of an intersection that is either projected to operate or currently operates below the target level of service as a result of project implementation, may be required to fund all required feasible transportation improvements necessary to achieve the target LOS or, if the intersection exceeds the target LOS prior to project approval, mitigate the impacts of the project so that the intersection ICU is returned to its level of operation prior to project

approval. Even for intersections where the target LOS is "C," in the interim, prior to buildout, the City may require mitigation to maintain a LOS of "C."

Necessary feasible improvements to mitigate an intersection to its level of operation prior to project approval shall be targeted for completion prior to issuance of Certificates of Use and Occupancy for the approved project.

If the City determines that the cost of the improvement(s) is not feasible, the City may require that any feasible short-term improvements be made in a timely manner

Policy 1.9 - Those intersections on the deficient intersection list may be exempted from the requirements of Policy 1.8.

Policy 1.10 - Cooperate with nearby cities and the County of Los Angeles in making transportation improvements of mutual interest and priority.

Policy 1.11 - Coordinate roadway improvements with applicable county, state and federal transportation plans and proposals.

Policy 1.12 - Require the construction of dual left-turn lanes where the traffic volumes are in excess of 300/hour for a left turn movement, where reasonable.

Policy 1.13 - Provide for the safe and expeditious transport of hazardous materials.

Policy 1.14 - Limit driveway access to arterials streets to maintain a desired quality of arterial traffic flow.

Policy 1.15 - Design local and collector streets to discourage their use as through traffic routes.

INTERCITY AND REGIONAL TRANSPORTATION

Goal 2 A network of regional transportation facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries and which accommodates the regional travel demands of developing areas outside the city.

Policy 2.1 - Maintain a proactive and assertive role with the appropriate agencies dealing with regional transportation issues affecting the City.

Policy 2.2 - Work with adjacent cities to ensure that the traffic impacts of development projects in these cities do not adversely impact the City of Norwalk and that traffic impacts of Norwalk projects do not adversely impact neighboring cities.

TRANSPORTATION SYSTEM/DEMAND MANAGEMENT

Goal 3 A circulation system that maximizes efficiency through the use of transportation system management and demand management strategies.

Policy 3.1 - Encourage new development which

facilitates transit services, provides for non-automotive circulation and minimizes vehicle miles traveled.

Policy 3.2 - Implement traffic signal coordination on arterial streets, where practical, and integrate signal coordination efforts with those of adjacent jurisdictions.

Policy 3.3 - Implement intersection capacity improvements where feasible and justified by traffic demand.

Policy 3.4 - Encourage the implementation of employer Transportation Demand Management (TDM) requirements included in the City's adopted TDM ordinance and in the Southern California Air Quality Management District's Regulation 15 Program.

Policy 3.5 - Support the development of additional regional public transportation facilities and services.

Policy 3.6 - Promote ridesharing through publicity and distribution of information to the public.

PUBLIC TRANSPORTATION

Goal 4 An efficient public transportation system that provides mobility to all City residents, employees and visitors.

Policy 4.1 - Support the efforts of the Metropolitan Transportation Authority and City of Norwalk Transit System to provide additional local and express bus service to Norwalk.

Policy 4.2 - Encourage employers to reduce vehicular trips by offering employee incentives.

Policy 4.3 - Promote new development that is designed in a manner which (1) facilitates provision or expansion of transit service, (2) provides on-site commercial and recreational facilities to discourage mid-day travel and (3) provides non-automobile circulation within the development.

Action 4.3.1 - Require new development to fund transit facilities, such as bus shelters and turn-outs, where appropriate.

Policy 4.4 - Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use by residents and/or visitors.

Policy 4.5 - Encourage the provision of safe, attractive and clearly identifiable transit stops and related high quality pedestrian facilities throughout the community.

Bicycle and Pedestrian Facilities

Goal 5 An efficient bicycle and pedestrian circulation system that encourages these alternative forms of transportation.

Policy 5.1 - Require proposed developments, whenever feasible, to dedicate easements for Class I bikeways and to provide additional right-of-way for Class II bikelanes in the project vicinity on all major roadways or other roadways where deemed appropriate.

Policy 5.2 - Support and coordinate the development and maintenance of City bikeways in conjunction with the City's Bikeway Plan, the County of Los Angeles Master Plan of Bikeways and the bikeway plans of neighboring jurisdictions.

Policy 5.3 - Consider retrofitting traffic signal installations to include bicycle push buttons and where feasible use of a modified quadruple loop (Caltrans Type D) signal detection design to allow for bicycle activation of the signal.

Policy 5.4 - Preserve existing pedestrian walkways, Class II bicycle lanes and wide curb lanes by not modifying, altering or restriping any roadway, which currently has either a pedestrian walkway, Class II bicycle lane or enough right-of-way to accommodate a pedestrian walkway or Class II bicycle lane, in a manner which would not provide for pedestrian walkways, Class II bicycle lanes, or a minimum curb-lane width of 17 feet, except in cases of emergency or an extraordinary case. Any such extraordinary case will be reviewed by the City on a case by case basis and approved only if there are no feasible alternatives and the extraordinary circumstances outweigh the concerns relative to pedestrian and bicyclist safety and the need to provide adequate transportation alternatives.

Policy 5.5 - Encourage the provision of showers, changing rooms and an accessible and secure area for bicycle storage at all new and existing developments and public places.

Policy 5.6 - Require developers, whenever feasible, to provide facilities for pedestrian travel such as sidewalks

and to design developments to provide pedestrian access to the development on sidewalks and not require that pedestrians use driveways to access the development.

Policy 5.7 - Construct sidewalks and retrofit traffic signal installations to include pedestrian crossing buttons when feasible, on all major arterials, secondary, or collector streets which are either proposed or currently under construction, or substantial modification.

Goal 6 Ensure that development of Class II bikelanes provides for the safe and efficient travel of both bicycles and vehicular traffic.

Policy 6.1 - Develop bicycle lanes to a minimum width of five feet from the longitudinal separation line which occurs between the gutter and roadway for areas which prohibit on-street parking, where possible.

Policy 6.2 - At intersections with designated right-turn lanes, the bicycle lane should be moved from being next to the curb to being located between the designated right-turn lane and the first through travel lane well before the intersection begins. Additionally, sufficient width, minimum of 14 feet, should be maintained for the right turn lane to accommodate those bicycles making a right turn.

Policy 6.3 - At intersections with designated left turn lanes, an area with the minimum of four feet should be provided for bicycle travel between the last through travel lane and the first designated left turn lane, when feasible.

Policy 6.4 - For all future construction or modifications, drainage grates should be designated for a curb-face inlet. If this design is not feasible, then the drainage grates should be designated with a honeycomb or short angled slot pattern.

Policy 6.5 - Monitor road repairs to ensure that road repairs are made to the highest standard feasible, to provide a smooth finish with no big gaps or ridges.

Policy 6.6 - Continue to operate a street sweeping program for all streets within the City, paying special attention to sweeping the right curb edge and places in intersections where debris collects.

Policy 6.7 - Maintain adequate roadway width to safely accommodate bicycle traffic during roadway construction activities.

PARKING

Goal 7 Well-designed and convenient parking facilities.

Policy 7.1 - Provide sufficient on- and off-street parking.

Action 7.1.1 - Prepare and adopt parking management guidelines that identify parking requirements.

Policy 7.2 - Consider the prohibition of on-street parking on major arterials to reduce side friction and maintain a desired quality of flow.

Policy 7.3 - Consolidate parking, where appropriate, to eliminate the number of ingress and egress points

onto arterials. Encourage the use of right-turn-in, right-turn-out type of driveways to reduce crossing conflicts on the arterials.

Policy 7.4 - Encourage the use of shared parking facilities among different land uses, by means of parking districts or other mechanisms. Shared parking is defined as parking spaces that can be used to serve two or more individual developments without conflict or encroachment (based on the time-differing nature of individual peaks). Experience indicates that the prudent and careful combining of uses results in a parking demand that is less than the demand generated by separate freestanding developments of similar size and character.

TRUCK CIRCULATION

Goal 8 A truck circulation system that provides effective transport of commodities while minimizing the negative impacts throughout the City.

Policy 8.1 Provide primary truck routes on selected arterial streets to minimize the impacts of truck traffic on residential areas.

Policy 8.2 - Provide appropriately designed and maintained roadways for the primary truck routes.

Action 8.2.1 - Prepare a program to undertake the placement of signs for designated truck routes.

Action 8.2.2 - San Antonio Drive and Foster Road are recommended to be removed from the Truck Route roadway system. The reason is the

fact that other roadways are equally convenient to freeway interchanges. The level of congestion on all of San Antonio Drive, particularly near its interchange with the I-5 Freeway, as well as City Hall, the Civic Center, library and other related uses makes the roadway unsafe for truck traffic.

Policy 8.3 - Provide loading areas and access ways that are located to avoid conflicts with non-truck traffic.

Action 8.3.1 - Adopt standards which identify appropriate access to loading areas.

RAIL

Goal 9 Support the commuter rail system that meets the needs of current and future residents.

Policy 9.1 - Coordinate with Metro Link, Amtrack and the Metropolitan Transportation Authority to continue and improve commuter rail service to and from the City.

C. Housing

1. Goals and Opportunities

The City of Norwalk remains committed to the provision of a "decent home and suitable living environment for every family[1]." The City recognizes that a sufficient housing supply, when accessible to all segments of the population, can benefit the community in many ways:

- Economic growth, in the form of short and long term job opportunities, results from the production, maintenance, and servicing of housing units and their inhabitants.
- Physical improvements, resulting from quality housing construction and rehabilitation, increase the desirability of neighborhoods and foster pride within the community.
- Social stability is nurtured through fair housing

[1]National Housing Act of 1949.

practices.

In pursuit of these benefits, and in conformance with State law[2], the City of Norwalk has prepared this Housing Element, with an accompanying Five Year Action Plan, for the period of 1996-2000. Through the preparation of this Housing Element, the City has established the following three housing goals:

- Housing Availability - an adequate number of housing units must exist, or be produced, to accommodate the total number of existing and future households.
- Housing Accessibility - housing units must be affordable and accessible to all segments of the population, including persons of all incomes, races, ethnicities, ages, and genders.
- Housing Quality - housing, and the neighborhoods within which they exist, must be developed and maintained in the highest quality.

The Housing Element is organized into six sections, excluding this section. First, as a background, public participation efforts (Section 2) are reviewed. Then, needs, resources, and constraints, as related to the availability of housing units (Section 3), are discussed. Following this section, needs, resources, and constraints are also analyzed with respect to housing accessibility (Section 4), and housing quality (Section 5). Each of the housing "Needs," "Resources," and "Constraints" are summarized at the beginning of their respective passages. These summaries are intended to

[2]Section 65302 of the State of California Government Code.

provide the reader with quick conclusions of the statistics, information, and analyses contained below. Afterwards, the previous Housing Element is reviewed (Section 6). Based on the analyses in preceding sections, a Five-Year Action Plan (Section 7) is presented. Overall, the Housing Element is intended to provide a clear identification of needs, and the steps that the City of Norwalk must take to achieve its housing goals.

2. Public Participation

Recognizing that identification of housing issues, and formulation of effective policies and programs, depend upon successful interaction and input from the community, the City of Norwalk pursued public input through a variety of channels. In preparing the Housing Element, and other General Plan Elements, the City of Norwalk:

- Published notices in local newspapers.
- Placed messages on the City's cable generator message system.
- Placed notices of the meeting on the marquee sign, located at the northwest corner of the City Hall property.
- Posted notices at public locations, including City Hall, two County of Los Angeles Libraries, and the Social Services Center.
- Mailed notices to appropriate public agencies and interest groups.
- Conducted informal Study Sessions with the Planning Commission.
- Conducted Public Hearings with the Planning Commission and City Council.

Invaluable public input was also obtained during preparation of the Consolidated Plan for Housing and Community Development Programs (hereinafter "Consolidated Plan")[3]. The following methods were used to obtain public input:

- Four citizen forums and one public hearing before the City Council were held.
- Survey questionnaires were distributed at the Citizen Forums, Senior Citizen's Center, Social Services Center, and by a community volunteer.
- Survey questionnaires were distributed to churches and various social services agencies.

Together, the General Plan Update and Consolidated Plan processes have provided an accurate assessment of the community's housing needs.

3. Housing Availability

The provision of decent housing for every family depends upon three accomplishments. First, an adequate number of housing units must be provided or produced to accommodate the total number of households. If an adequate number of housing units exist, or are being produced, then affordability and accessibility to these units by all segments of the population must be ensured. Finally, housing, and the neighborhoods within which they exist, must be developed and maintained in the highest quality. The

[3]The Consolidated Plan is required for all cities that receive funds from the United States Department of Housing and Urban Development (HUD), such as Community Development Block Grant (CDBG) funds. The Consolidated Plan is comprised of three parts: housing, homelessness, and community development. Each part discusses the City's needs, resources, priorities, strategies, and a one-year action plan, with regard to its respective section.

purpose of the Housing Availability section is to explore the first issue, whether the environment exists for an adequate number of housing units to be produced commensurate with population growth, through an evaluation of needs, resources, and constraints.

a. Housing Availability Needs

Projecting the City's future housing needs requires an analysis of aggregate population, housing production, and employment trends. Through such analysis, future unmet housing demand may be forecasted.

<u>Need 1: Housing for 27,518 households by 2000, and 29,028 households by 2010, or an average of 117 new households per year between 1990 and 2010</u>

Population forecasting models, developed by the Southern California Association of Governments (SCAG) have projected a population of 99,974 persons by the year 2000 and 105,794 persons by the year 2010.[4] With the population of the City of Norwalk estimated at 97,959 persons in 1995 by the State of California Department of Finance, the City would increase at an average rate of 403 persons per year by 2000[5]. Thus, by 2000, the

[4]To review the population projection methodology, SCAG should be contacted. Generally, the population projection was based on a demographic and employment profile for the region, that was then disaggregated to the local level.

[5]The formula used is as follows: (2010 Projected population - 1995 population)/number of years. An increase in population at a fixed number of persons per year reflects, in terms of percentages, a diminishing growth rate.

population is projected to increase by a total of 2,015 persons. The City, of course, can influence future population growth, through tightening or relaxation of various regulatory controls. The projected figure serves, however, as the expected number of persons seeking residency within the City, under anticipated market and regulatory conditions.

Based on 1990 Census data, Norwalk had a population of 94,279 persons. The following table identifies population changes in the City of Norwalk since 1960:

CITY OF NORWALK POPULATION CHANGES

Year	Population	Percent Change
1960	88,739	not applicable
1970	91,829	+3.48%
1980	85,286	-7.13%
1990	94,279	+10.54%
1995	97,959	+3.90% (5 years)
2000 (projected)	99,974	+2.06% (5 years)
2010 (projected)	105,794	+5.5%

Source: United States Bureau of the Census

Despite an increase in the total number of households[6] from 23,817 to 25,290, the population decreased between 1970 and 1980. This decrease can be attributed, in part, to a

[6]Households, as defined by the United States Bureau of the Census, are any group of related or unrelated persons residing in the same dwelling unit.

decrease in household size from 3.74 persons to 3.31 persons. The population increase, experienced from 1980 to 1990, may be associated with an increase in the total number of households to 26,346 persons, coupled with an increase in household size to 3.48 persons. SCAG estimates that the total number of households will increase to 27,518 households by 2000 and 29,028 by 2010.

With the fluctuations in population size between 1960 and 1990, the City has experienced an average growth rate of 2.3% per ten years. For comparative purposes, the following table displays the changes in population and household size, between 1980 and 1990, for selected jurisdictions:

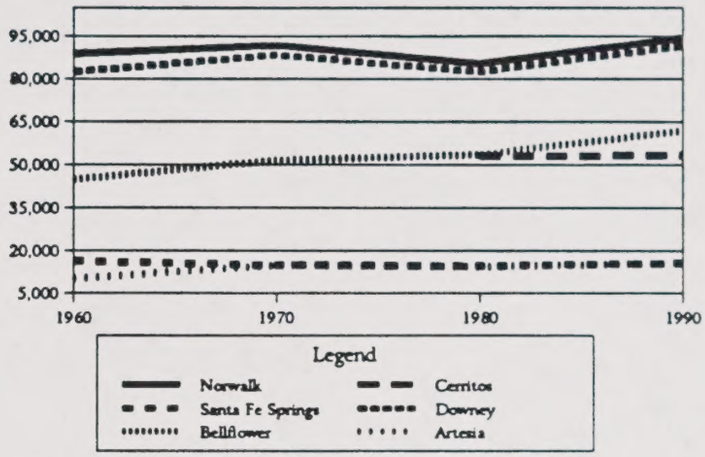
POPULATION AND HOUSEHOLD SIZE CHANGES

Jurisdiction	1980 Population and Household Size	1990 Population and Household Size	Percent Increase in Population
County of Los Angeles	7,477,503	8,863,164	+18.9%
Bellflower	53,441 2.44	63,002 2.69	+17.9%
Downey	82,581 2.5	91,444 2.7	+10.7%
Norwalk	85,286 3.31	94,279 3.48	+10.54%
Artesia	14,301 3.23	15,464 3.41	+8.13%
Santa Fe Springs	14,520 2.39	15,520 3.33	+6.89%
Cerritos	53,020 3.59	53,240 3.54	+0.41%

Source: United States Bureau of the Census

The following graph displays the City's population growth, relative to selected jurisdictions.

POPULATION TRENDS



Source: 1960, 1970, 1980, 1990 Census

By the year 2010, SCAG predicts that Norwalk's population will increase to 105,794 persons. At the City's ten-year average growth rate between 1960-90, the population would have been projected to increase to 98,666 persons by 2010, which is a difference of 7,128 fewer persons from SCAG's projection. In short, SCAG anticipates the City of Norwalk to continue to grow at a rate faster than historical trends.

Need 2: Production of 956 Housing Units by 2000, or an Average of 191.2 Housing Units Per Year

Providing shelter for a projected 27,518 households by the year 2000 requires the production of new dwelling units, and the enlargement of existing housing units. Based

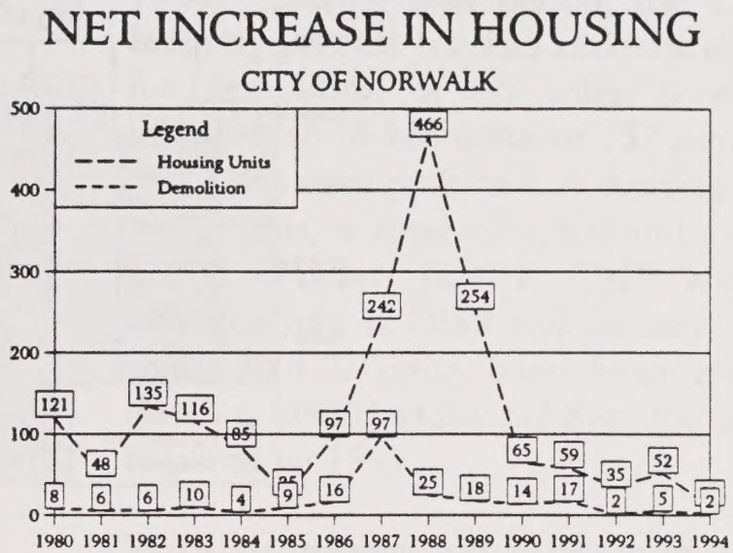
on 1990 Census information and City of Norwalk Department of Building and Safety Records, a total of 27,470 dwelling units existed in 1995. To ensure that prospective home buyers and tenants are not faced with excessive competition for housing, a vacancy factor[7] of 2% for owner occupied units and 6% for renter occupied units should be calculated, resulting in 876 additional dwelling units, or a total of 28,346 units[8] by 2000. With an average of 16 dwelling units being demolished each year, the total number of units should be increased by 80 dwelling units, for a total of 28,426 units, or 956 additional dwelling units between the period of 1995-2000[9], equating to an average of 191.2 units per year.

Historically, building trends within the City of Norwalk have taken the following course:

[7]State of California Department of Housing and Community Development. *Housing Element Manual*. March, 1978. For sale vacancy rate of 2% is intended to estimate the number of moves by owners within 2 months and 6% is intended to estimate the number of moves by renters within 2 months.

[8]The formula may be written as follows: {[projected owner households x (1/1 - for sale vacancy rate)] + [projected renter households x (1/1 - for rent vacancy rate)]} x (1/1 - other vacancy rate)

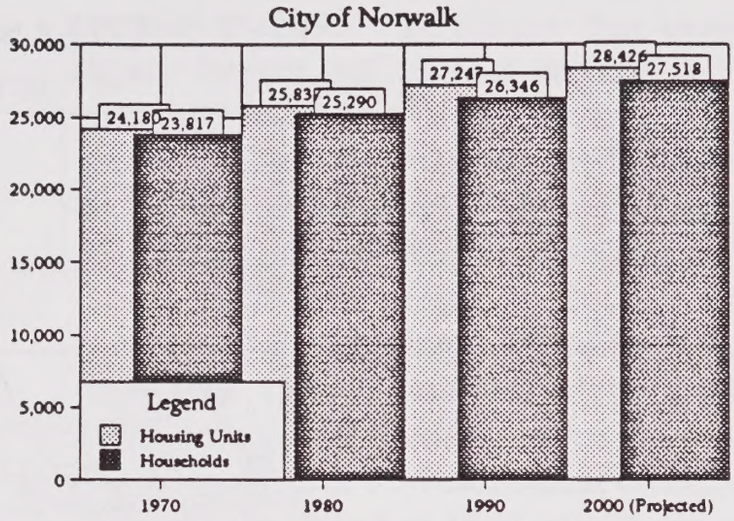
[9]Building permit records and State of California Department of Finance Reports, prepared by the City of Norwalk, were used to derive this figure.



Source: City of Norwalk Building Permit Files

During this 15-year period, the City of Norwalk experienced an average annual net housing increase of 120.8 dwelling units per year. The total number of housing units and households have experienced the following changes:

HOUSING UNITS AND HOUSEHOLDS



Source: 1970, 1980, 1990 Census, Southern California Association of Governments (SCAG)

Over the last decade, Norwalk's increase in housing (5.4%) exceeded its increase in households (4.5%), which is normal, since a certain number of housing units remain vacant. In 1990, the Census identified 27,247 housing units and 26,346 households within the City of Norwalk, indicating an increase of 1,420 housing units and 1,144 households over the decade between 1980 and 1990.

SCAG has developed a Regional Housing Needs Assessment (RHNA) model which local jurisdictions must use to determine present and future housing needs[10]. SCAG has indicated

[10]State of California Government Code 65583(a)(1) states that the locality's share of the regional housing need must be assessed within the housing element.

that the City of Norwalk should have produced 326 units between January 1988 and June 1989. During that period, the City issued building permits for 523 residential units and for demolition of 40 units, leaving a net construction of 483 units, or 157 more housing units than were projected. According to RHNA projections, a total of 1,402 units should be added between July 1, 1989 and 1997[11]. Between July 1, 1989 and January 1, 1995, a total of 472 units have been constructed, resulting in 930 additional dwelling units being required by 1997.

With an average net increase of housing of 120.8 dwelling units per year, including three years of unusually high development activity, the projected need to construct 1,251 dwelling units between 1995-2000 may be a difficult goal to attain. This must also be considered in light of the fact that the City of Norwalk possesses a very limited supply of vacant land.

Need 3: Provide 35,817 jobs to achieve Jobs/Housing Balance of 1.26 jobs per housing unit

In an effort to improve regional environmental quality, particularly air resources, SCAG has established jobs-housing goals[12]. The concept behind the jobs-housing balance is that

[11] A total of 1,402 units should have been added during the five-year period from July 1, 1989 to June 30, 1994. However, due to a re-evaluation of the forecasting methodologies, and in consideration of potential changes to Housing Element law, the period has been extended to June 30, 1997.

[12] Jobs/Housing Balance is discussed in greater detail in the 1989 Growth Management Plan.

improving the spatial relationship between jobs and housing will, through the reduction of commuting distances, improve air quality. Jobs and housing are considered in balance when an area provides enough housing opportunities for most of the people employed there.

SCAG defines an area as balanced when it has the same ratio of jobs to housing as the Southern California region, which includes the counties of Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial. SCAG determined the regional ratio to be 1.27 jobs for each housing unit in 1984. An area may be "housing-rich"[13] or "jobs-rich," depending upon its particular mix of employment opportunities and housing. Thus, as it relates to the Housing Element, jobs-housing goals may, if situated in a jobs rich area, induce the need for additional housing.

Employment within the City is projected to grow from 26,418 in 1990 to 30,383 by the year 2010, representing an increase of 3,965 jobs, or a 15% increase. The following table shows projected employment growth for the County of Los Angeles and the City of Norwalk.

[13]A "housing rich" subregion has a jobs/housing ratio less than the regional average 1.27 in 1984 and 1.22 in 2010, while a "jobs rich" subregion has a jobs/housing ratio greater than the regional average.

EMPLOYMENT PROJECTIONS

Jurisdiction	1990	2000	2010	20 Year Percent Increase
Norwalk	26,418	27,370	30,383	15%
Los Angeles County	4,612,821	5,083,972	5,670,135	22.9%

Source: Southern California Association of Governments (SCAG)

In the GMP, SCAG estimated a baseline year 1984 jobs-housing balance ratio of 1.21:1 for this subregion. SCAG's goal for this subregion is to encourage sufficient job creation to reach a subregional jobs-housing balance of 1.26:1 for the year 2010.

Based on 1990 Census Data and employment projections by SCAG, the 1990 jobs-housing ratio for Norwalk is .97 jobs for each housing unit. This jobs-housing ratio is lower than the region wide ratio of 1.27:1 and indicates that Norwalk may be considered "housing rich" or "jobs poor." With the development of the Norwalk-Santa Fe Springs Metro Center, the Green Line Station, the existence of 3 freeways, and a rail line within its boundaries, the City of Norwalk realizes the opportunity to serve as an important source of jobs for the region.

As stated earlier, a net total of 28,426 housing units must be provided by 2000 to meet the anticipated population growth. Accordingly, a

total of 35,817 jobs[14] should also exist by 2000, or an increase of 10,463 jobs from 1990, would meet the sub-regional jobs-to-housing goals. This figure does not correspond with SCAG's employment projections; it indicates, however, that the City will pursue greater employment opportunities for residents.

To gain a greater perspective of the City's employment picture, the following table of employed persons by industry has been provided:

[14]Based on the formula: (1.26 x number of housing units in 2000).

CITY OF NORWALK EMPLOYED PERSONS BY INDUSTRY		
Industry	Persons	Percent of Total
Manufacturing, durable goods	9,150	21.10%
Retail trade	7,494	17.28%
Manufacturing, nondurable goods	3,675	8.48%
Health services	2,841	6.55%
Construction	2,601	6.00%
Wholesale trade	2,405	5.55%
Business and repair service	2,363	5.45%
Educational services	2,339	5.39%
Transportation	2,311	5.33%
Finance, insurance, real estate	2,227	5.14%
Other professional and related services	1,825	4.21%
Public administration	1,138	2.62%
Personal services	1,064	2.45%
Communications and other public utilities	994	2.29%
Entertainment and recreation services	559	1.29%
Agriculture, forestry, and fisheries	256	0.59%
Mining	117	0.27%
TOTAL	43,359	100.00%

Source: 1990 Census

Further review of employment statistics will reveal the occupation of City of Norwalk residents, regardless of the industry within which they are employed:

CITY OF NORWALK OCCUPATION OF EMPLOYED PERSONS		
Occupation	Persons	Percent of Total
Administrative support, including clerical	8,067	19.04%
Precision production, craft and repair	6,562	15.49%
Machine operators, assemblers, and inspectors	4,772	11.27%
Sales	4,195	9.90%
Other services	4,171	9.85%
Executive, administrative, and managerial	3,919	9.25%
Professional specialty	3,494	8.25%
Transportation and material moving	2,382	5.62%
Handlers, equipment cleaners, helpers, and laborers	2,100	4.96%
Technicians and related support	1,498	3.54%
Protective services	702	1.66%
Farming, forestry, and fishing	315	0.74%
Private household services	181	0.43%
TOTAL	42,358	100.00%

Source: 1990 Census

As it relates to jobs-to-housing balance and, more particularly, to commuting patterns, the following table portrays travel time to work:

CITY OF NORWALK TRAVEL TIME TO WORK		
Travel Time	Number of Persons	Percent of Total
Less than 5 minutes	712	1.72%
5 to 9 minutes	3,328	8.05%
10 to 14 minutes	5,703	13.80%
15 to 19 minutes	6,681	16.16%
20 to 24 minutes	6,376	15.42%
25 to 29 minutes	2,186	5.29%
30 to 34 minutes	7,181	17.37%
35 to 39 minutes	1,042	2.52%
40 to 44 minutes	1,594	3.86%
45 to 59 minutes	3,441	8.32%
60 to 89 minutes	1,962	4.75%
90 or more minutes	586	1.42%
Worked at home	549	1.33%

Source: 1990 Census

Information was not available regarding commuting patterns of persons employed within the City. However, based on the table above, it may be derived that approximately 55% of working persons within the City of Norwalk have a commuting time of 24 minutes or less.

b. Housing Availability Resources and Constraints

To meet the identified housing availability needs identified within this section, an analysis of the various resources and constraints is

necessary. Through such evaluation, effective policies and implementation measures can be crafted.

Resource 1: An Adequate Amount of Residentially Designated Land

Through the Land Use Element and Map, parcels of land throughout the City are designated for residential purposes. Since the density and intensity standards provided in the Land Use Element limit the number of dwelling units that may be constructed on those parcels of land, an inventory of existing residential lands and their maximum buildouts must be considered. The following table indicates the residential build out capacity:

MAXIMUM RESIDENTIAL BUILD OUT CAPACITY
Based on Land Use Element

Land Use Designation	Total Acreage	Maximum Dwelling Units/Acre	Maximum Dwelling Units
Low Density Residential	3,117	8.7	27,118
Medium Density Residential	12	16	192
High Density Residential	272	22	5,984
Specific Plan Area/Planned Unit Development[15]	71	varies	1,566
TOTAL	3,472	not applicable	34,860

[15]Only Specific Plan Areas/Planned Unit Developments which permit residential uses were included in this figure.

As demonstrated by the above table, an adequate amount of residential land is available to meet projected housing needs. When considering residential build-out capacity for low density residential properties, construction of second-family units, or "granny" units, where an additional unit may be constructed on a property subject to specific criteria, must also be factored. Since a "granny" unit may be constructed on each low density residential lot, 28,053 additional dwelling units could be constructed, resulting in a theoretical build-out of 62,282 dwelling units. Though it is unlikely that each low density residential parcel of land would be developed with a dwelling unit and a "granny unit," the theoretical build-out is still, technically, a possible outcome based on the land use distribution. While some non-residentially designated properties may be developed with residential uses, other residentially designated properties may be developed with non-residential uses. Since the Land Use Element represents the community's desired distribution of land uses, maximum residential build out should be calculated based on the acreage with residential land use designations. The ability to designate additional land for residential use is limited by the amount of remaining vacant and underutilized land. The following table depicts, in part, some of these limitations:

PERSONS PER SQUARE MILE		
Jurisdiction	Land Area in Square Miles	Persons Per Square Mile
Bellflower	6.1	10,133.6
Artesia	1.6	9,665.0
Norwalk	9.8	9,620.3
Lakewood	9.4	7,825.2
Downey	12.4	7,374.5
Cerritos	8.6	6,190.7
County of Los Angeles	4,060.0	2,183.0
Santa Fe Springs	8.7	1,783.9
State of California	155,973.1	190.8

Source: 1990 Census

Of the 58 counties and 467 incorporated cities within the State of California, the City of Norwalk maintained the 30th[16] highest number of persons per square mile in the State of California, ranking it amongst the highest 5.71%. Coupled with the fact that the City has a very limited amount of vacant land available for development, and jobs-to-housing balance issues, the potential to substantially increase housing opportunities through designation of additional land for residential purposes is severely constrained. Furthermore, increasing densities may create conflicts with the Utility Infrastructure and Circulation Elements.

[16]For purposes of ranking municipalities, the City of San Francisco and the County of San Francisco were not counted separately, due to their jurisdictions including the same geographical area. If counted separately, the City of Norwalk would rank 31st in terms of population density.

Constraint 1: Utility Infrastructure Improvements

Utility infrastructure within the City is aging. Sewer and fire flow capacities, for example, must be provided in adequate supply to support anticipated growth. The Utility Infrastructure Element of the City of Norwalk General Plan provides a more detailed discussion of this issue. Removal of constraints related to utility infrastructure is, appropriately, discussed in greater depth in that document.

Constraint 2: Circulation Infrastructure Improvements

When various properties were subdivided in the past, the parcels of land created were predominantly smaller parcels of land intended for development as low density residential development. In anticipation of low density residential development, the circulation patterns were designed to accommodate, in some cases, less traffic and parking demand. The Circulation Element provides the proper framework for servicing the land use distribution proposed in the Land Use Element. Policies and implementation measures to remove circulation infrastructure constraints are contained within the Circulation Element.

Constraint 3: Land Use Controls, Building Codes, and Their Enforcement can Increase Building Costs

Many housing analysts have attributed the high cost of housing to zoning, subdivisions, and other land use regulations. While land use regulations may add to the cost of housing,

their enforcement provides for safe and decent living environments. Therefore, while each community should evaluate its land use controls and remove unreasonable or outdated regulations, minimum development standards are essential. The following provides: (1) a comparison of high density residential development standards with other communities; (2) a summary of development standards for each of the residential zone designations in the City of Norwalk; and (3) a discussion of other regulatory constraints.

Comparison of high density residential development standards - The following table provides a comparison of High Density Residential (20-30 dwelling units per acre) development standards that were in effect in 1995:

COMPARISON OF HIGH DENSITY RESIDENTIAL (20-30 DWELLING UNITS PER ACRE) DEVELOPMENT STANDARDS

Standard	Norwalk	Artesia	Bellflower	Cerritos	Downey	Santa Fe Springs
Minimum Lot Size	5,000 square feet	5,000 square feet	5,000 square feet	No minimum stated	5,000 square feet	7,500 square feet
Front Setback	15 feet or 15% of lot depth	15 feet; 25 for garage	10 feet	25 feet	Prevailing Setback	15 feet
Side Setback	3-20 feet	5-10 feet	5-8 feet	12-25 feet	4 feet	10 feet
Rear Setback	20 feet or 20% of lot depth	5 feet	5-8 feet	12-25 feet	20 feet	5 feet
Maximum Building Height	3 stories or 35 feet	2 stories or 35 feet	2 stories or 35 feet	2 stories; not to exceed building width	30 feet	25 feet
Off-Street Parking Per Unit	2 garage spaces; .3 guest spaces	2 spaces, with 1 garage space	2 garage spaces; 1 additional for each bedroom above 2; .5 guest spaces	2 spaces	2 covered spaces	2 covered spaces

Source: Telephone Survey, 1995

Based on the preceding comparison, the City's development standards do not appear to be excessively stringent, nor exclusionary in nature, for multiple-family residential development.

Studies have concluded that "parking standards in many localities may be excessive for affordable housing projects, adding additional

and unnecessary costs to affordable housing developments[17]." Should a post-occupancy parking study of existing affordable housing developments be produced by affordable housing trade associations or the State of California Department of Housing and Community Development, then recommendations contained therein should be contemplated by the City. Meanwhile, the City may consider the modification of parking standards for affordable housing developments, provided that it can be adequately demonstrated that any modification would not reduce parking below actual needs, and that the security and storage space normally provided within garages can be provided in another manner.

The City of Norwalk has created Specific Plan Areas, where off-street parking, building setback, and other development standards can be modified from the normal requirements of the high density residential designation. Typically, the Specific Plan Area will involve larger parcels of land, allowing for greater flexibility in development standards. Using this method, the City of Norwalk has approved multiple-family residential developments with carports, rather than garages. The City of Norwalk will continue to consider modification of requirements to ease the residential development process, where reasonable.

[17]The California Affordable Housing Task Force. *Policy Report - February 1993.* Local Initiatives Support Corporation: San Francisco, 1993.

Summary of residential development standards of the City of Norwalk - The following table illustrates regulations for all of the Zoning Districts within the City of Norwalk during 1995:

1995 CITY OF NORWALK
COMPARISON OF RESIDENTIAL DEVELOPMENT STANDARDS

Standard	R-1	R-H	R-2	R-3
Maximum Dwelling Units Per Acre	8.7	8.7	18.67	22 (up to 26 in certain cases)
Minimum Lot Size	5,000 square feet	9,000 square feet	5,000 square feet	5,000 square feet
Front Setback	20 feet or 20% of lot depth	20 feet or 20% of lot depth	15 feet or 15% of lot depth	15 feet or 15% of lot depth
Side Setback	5 feet or 10% of lot width	5 feet or 10% of lot width	3-10 feet	3-20 feet
Rear Setback	20 feet or 20% of lot depth (some exceptions may apply)	20 feet or 20% of lot depth (some exceptions may apply)	20 feet or 20% of lot depth	20 feet or 20% of lot depth
Maximum Building Height	2.5 stories or 35 feet	2.5 stories or 35 feet	3 stories or 35 feet	3 stories or 35 feet
Off-Street Parking Per Unit	2 spaces in garage or carport	2 spaces in garage or carport	2 garage spaces; .3 guest spaces	2 garage spaces; .3 guest spaces

An indication of the extent that development standards serve as a constraint to residential development is the number of times that

persons have sought relief from those standards. Thus, the number of Zone Applications filed may indicate the level of constraint that exists. The following table lists the number of Zone Variance applications received during the 5-year period, from 1991-1995:

ZONE VARIANCE APPLICATIONS FILED FOR RESIDENTIAL PROPERTIES

Year	Number of Applications
1991	3
1992	0
1993	0
1994	0
1995	1

As indicated above, an insignificant number of Zone Variance applications have been submitted for residential properties. Therefore, existing development standards do not appear to create a significant constraint on housing development.

Other Regulatory Constraints - Through the City of Norwalk Design Review Board, projects are also reviewed for their architectural compatibility with neighboring development. Since all project applications, including Planning Commission applications, are reviewed concurrently, the Design Review Board process does not extend the length of time required for review. The type of materials and design criteria that are applied through the

process do not add excessive costs to a project.

In terms of constraints related to the subdivision of land, the City of Norwalk does require certain off-site improvements with new development, including sidewalk, curb and gutter, street lighting, street trees, and other off-site improvements. Since new construction projects take the form of infill development in an urbanized area, the public right-of-way improvements often already exist, and only repair of existing damaged improvements are typically required. As a result, off-site improvements do not serve as a significant constraint in the production of housing. Of course, all construction, including housing, must also meet the minimum requirements of local building, electrical, plumbing and mechanical codes. The City of Norwalk adopted the State of California Building Code in 1995. Therefore, the Building Code does not represent a greater constraint on the development of housing, then what is otherwise applied Statewide. In summary, existing regulations do not represent a real constraint to housing production.

Constraint 4: Development Fees Increase Housing Costs

The cost of City imposed development permits for various types of developments, including housing, contributes to the overall sales or rental price of housing. In 1991, a new fee structure went into effect, which was intended to reflect the true cost to the City of processing applications. In 1996, the development fees

were as follows:

SUMMARY OF FEES FOR MAJOR APPLICATIONS CITY OF NORWALK - 1996	
Application Type	Fee Amount
Zone Change	$2,100.00
Zone Variance	$1,650.00
Text Amendment	$2,150.00
Conditional Use Permit	$2,745.00
Precise Development Plan (for a project requiring a Negative Declaration)	$2,380.00
General Plan Maintenance Fee (for a project requiring a Negative Declaration)	$575.00
General Plan Amendment	$3,050.00
Tentative Parcel Map	$2,775.00
Tentative Tract Map	$4,000.00
Environmental Evaluation	$1,200.00
Lot Line Adjustment	$700.00
Art in Public Places	1% of project cost for projects with a building permit valuation greater than $500,000.
Parkland Dedication Fees	(133.73 x multiple dwelling unit) x Fair Market Value per Square Foot of Land

As an example, the total fee amount for the development of a 10-unit apartment project would be $4,155, not including Art in Public Places and Parkland Dedication Fees. For low-income seniors and the physically disabled, a

"Lifeline" rate, which is significantly below the normal rate, is offered. In an attempt to remove barriers to housing production and other development projects, this fee structure should be reviewed on a regular basis. The City does not impose taxes on real estate and, with the passage of Proposition 13, is precluded from doing so in the future. Tax policies affecting real estate are established at the County, State and Federal levels.

Constraint 5: Processing and Permit Procedures Can Delay Housing Developments

Time delays for development projects increase the cost of housing. The City of Norwalk's processing times for a multiple-family development project during 1995 are compared with those of neighboring jurisdictions in the following table:

PROCESSING TIMES - 1995

Jurisdiction	Tentative Tract Map	Multi-Family Apartment Development
Norwalk	6-8 weeks	6-8 weeks
Artesia	13 weeks	13 weeks
Bellflower	4-6 weeks	4-6 weeks
Cerritos	6-8 weeks	6-8 weeks
Downey	4-7 weeks	4-5 weeks
Santa Fe Springs	12-13 weeks	8-9 weeks

Source: Telephone Survey, 1995

The typical time frame for processing any discretionary review application for a residential development is 6-8 weeks, except applications which require City Council approval. Applications requiring City Council approval, such as Zone Changes and General Plan Amendments, may require an additional 3-6 weeks. The City has attempted to expedite development through establishment of "One-Stop Shop"[18] processing, where business owners, developers, and other permit applicants can obtain information, application materials and approvals in a single, convenient location. These factors, and the comparison table above, indicate that time delays in processing permits are not a real constraint.

Constraint 6: Limited Availability of Financing Will Restrict Development

The availability of financing for development has an important effect on housing production and maintenance. Tightening of banking regulation during the 1990's had a greater effect on commercial lending than housing lending or construction lending for housing. There are no known mortgage deficient areas within the City, where financial institutions have refrained from lending on home purchases or development. Although financing is generally available in all regions of the City, conversations with developers at the public counter have indicated that the lending environment for residential development has

[18]State of California Trade and Commerce Agency, Office of Permit Assistance. *Local Government Permit Streamlining Strategies*. Sacramento, 1994.

become increasingly stringent throughout the Los Angeles County region during 1995.

In severely deteriorating areas, availability of financing for renovation can become difficult. If the availability of financing does become a problem in the future, the City should seek ways to bridge that gap.

Constraint 7: Land Costs Can Discourage Development

Residential land availability serves as a significant factor in the cost of housing. Unfortunately, since the price of land is a function of demand, local jurisdictions wield little influence over the factors that contribute to those costs. Nonetheless, cities can reduce the costs of developing the land, through subsidization or relaxation of regulations, where desirable development will still occur.

Land costs, especially in Southern California, constitute a significant percentage of development costs. This problem is exacerbated in urbanized areas where demolition of existing structures must be included in development pro formas. Average per unit costs for vacant residential land is estimated by the following table:

ESTIMATE OF PER UNIT COSTS FOR VACANT RESIDENTIAL PARCEL OF LAND	
Property Type	Estimated Cost per Unit
Single-Family Residential	$50,000-60,000
Multiple-Family Residential	$20,000-30,000

Source: City of Norwalk Community Development Department, Community Development Block Grant Division; County of Los Angeles Tax Assessor's Office

Creation of a buildable site inventory of vacant and underutilized lots can facilitate development by helping developers identify potential project sites. The following table presents an inventory of vacant and underutilized sites. This inventory was compiled through a "windshield" survey, review of project files, and review of aerial maps. Additional vacant or underutilized parcels may exist within the City, yielding additional development opportunities. However, the list compiled below provides an indication of development opportunities within the community:

1995 RESIDENTIAL SITE INVENTORY
CITY OF NORWALK

Category	Maximum Density (Dwelling Units Per Acre)	Vacant Land (Acres)	Under-Utilized Land (Acres)	Gross Unit Potential	Approved Projects (not Built)	Existing Units on Under-Utilized Land	Potential Net Increase (Units)
Low Density Residential	8.7	12.71	235.14	2,156	22	0	2,178
Medium Density Residential	16	0.00	0.00	0	0	0	0
High Density Residential	22	5.05	12.05	376	55	105	326
Specific Plan Area/ Planned Unit Development	Varies	7.06	0.00	199	242	0	441
Redevelop-ment Agency Sites	Varies	-----	-----	200	0	0	200
TOTAL		24.82	247.19	2,931	319	105	3,145

Source: "Windshield Survey", Aerial Photographs, Project Files; additional vacant and underutilized properties may be identified through the creation of a comprehensive building site inventory.

As indicated above, limited amounts of vacant and underutilized land are available for development. Development opportunities exist with development of underutilized land, however, especially in certain high density residential neighborhoods where properties are developed only with single-family residences. Since the City of Norwalk has been a built-out City for a considerable amount of time, past housing development has occurred in the form of infill construction. There is nothing to

indicate that new infill development will be unusually constrained. Therefore, these underutilized properties represent realistic development opportunities.

Since existing single-family residential neighborhoods are established and stable, it would be inappropriate to re-designate those areas to a higher density residential land use designation. Such changes would result in disorderly development patterns and may conflict with other elements within the General Plan, including the Circulation, Noise, and Utility Infrastructure Elements. In summary, available land area is a significant problem in providing additional housing. Through infill development, however, the City of Norwalk can meet its housing goals.

To enable the City of Norwalk to meet its housing goals, re-designation of commercial properties to residential land use designations, where appropriate, may be considered. For example, an existing motel, located at 12500 Firestone Boulevard, received Planning Commission approval to convert the motel units to housing units, providing 242 additional housing opportunities. Through careful evaluation of sites, the City of Norwalk can expand its residential land use inventory.

Based on the foregoing, there is an adequate amount of vacant residential land available to meet the projected growth. In summary, a total of 956 additional units must be constructed by the year 2000. Vacant and residential land is

available for the construction of more than 956 units and, therefore, the City's housing objectives can be met.

Constraint 8: Construction Costs Can Discourage Development

Construction costs must be considered for its effect on housing. However, since construction costs are influenced by economic conditions, their control often extends beyond the means of local government. This is due, in part, to the fact that construction costs are a reflection of resource availability (material costs), wages (labor costs, including architectural, design, and building), profit margins, and other factors. For reference purposes, the International Conference of Building Officials has developed the following 1994 Building Valuation Data for the Los Angeles area:

BUILDING VALUATION DATA 1994

Occupancy and Type	Average Cost per Square Foot
Type I or II Apartment House	$72.50
Type V - Masonry Apartment House	$58.80
Type V - Wood Frame Apartment House	$51.50
Type V - Masonry Dwelling	$60.80
Type V - Wood Frame Dwelling	$54.30

Source: ICBO Building Standards, November-December 1994

The figures above include architectural, structural, electrical, plumbing and mechanical work, materials, and developer's profit.

Construction costs for portions of California outside of Los Angeles and San Francisco are estimated at 6% less than the figures presented in the table above.

Generally, construction costs are not affected by unusual site characteristics, since no areas exist within the City with significant slope or soil stability problems.

Constraint 9: Small Lot Sizes Are More Difficult to Develop

Small lot development has considerable constraints which affect the cost of housing. Further, economies of scale enable the reduction of housing prices for large site development.

With the typical building site comprising approximately 5,000 square feet of land area, development of the site can be faced with certain limitations. Thus, lot consolidation, where possible, appears to represent the greatest opportunity to remedy this constraint.

In 1994, the City adopted a Voluntary Lot Merger Ordinance, to permit the consolidation of lots through administrative approvals, rather than Planning Commission review. Since the community is substantially developed, opportunities to assemble parcels of land into a larger building site are limited.

Constraint 9: Cost of Public Services Limits the Ability to Meet Growing Population Needs

The cost of providing public services, such as emergency services, park and recreational services, and capital improvements, rises with the number of persons serviced. To accommodate growth, both residential and non-residential, planning of public services must also occur.

4. Housing Accessibility

The preceding section verifies that an adequate amount of housing units can be produced to meet projected population growth. With an adequate amount of housing being produced, equal distribution of housing units amongst all sectors of the population must be pursued. The purpose of the Housing Accessibility section is to determine whether various segments of the population, including persons of various income levels, and other special needs groups, are provided with adequate access to housing.

a. Housing Accessibility Needs

Whereas the Housing Availability section analyzes housing needs from a macroscopic level, the needs identified in this section have been derived after disaggregation of the population into various groups. It is the intent of the City of Norwalk that the housing supply be fairly distributed to all current and prospective residents.

<u>Need 1: Addition of 788 Low to Moderate Income Housing Units by 1997</u>

Determining the City of Norwalk's need for affordable housing requires a three-step

analysis. First, housing costs must be identified; then, income characteristics must be researched. After compiling this information, the juxtaposition of these factors should yield an indication of potential affordable housing needs.

Housing Costs: As previously stated, the City's housing supply included a total of 27,247 dwelling units in 1990. The following table lists the various types of housing by type:

DWELLING UNITS BY TYPE

Category	1980	Percent of Total	1990	Percent of Total	Net Increase 1980-90
1 Family Detached	19,387	76.8	19,928	73.1	91
1 Family Attached	589	2.3	1,219	4.5	630
Duplex	115	0.4	116	0.4	1
3 or 4 units	432	1.7	593	2.2	161
5+ units	4,462	17.3	4,665	17.1	203
Mobile Home	392	1.5	473	1.7	81
Other	0	0	253	0.9	253
TOTAL	25,827	100	27,247	99.99	1,420

Housing in Norwalk is relatively affordable, by Los Angeles County standards. According to the 1990 Census, the median home value was $166,000, and the median rent was $642 per month. The following table compares housing

costs with selected jurisdictions:

HOUSING COST COMPARISON - 1990		
Jurisdiction	Median Home Value	Median Contract Rent
Cerritos	$300,000	$1,000+
Downey	$227,300	$602
County of Los Angeles	$226,400	$570
Lakewood	$215,600	$735
Artesia	$205,800	$639
Bellflower	$195,200	$581
State of California	$195,000	$561
Santa Fe Springs	$170,400	$578
Norwalk	$166,000	$642

Source: 1990 Census

The following table illustrates 1990 housing costs for the City of Norwalk, and provides the minimum gross income required to occupy the respective unit[19]:

[19]Minimum gross monthly income for owner occupied units is based on 20% down payment, a 30-year fixed rate loan at an interest rate of 9%, and a maximum expenditure of 30% of gross monthly income on housing costs. Utilities, property taxes, and condominium association fees were not included with this figure.

CITY OF NORWALK OWNER OCCUPIED HOUSING COSTS			
Value of Owner Occupied Units	Minimum Gross Monthly Income	Number of Units	Percent of Units
$0-99,999	$2,146	1,233	7.89%
$100,000-199,000	$4,270	12,028	76.95%
$200,000-299,000	$6,417	2,180	13.95%
$300,000-399,000	$8,563	154	0.99%
$400,000-499,000	$10,709	21	0.13%
Above $500,000	$10,730	14	0.09%
TOTAL		15,630	100.00%

Source: 1990 Census

The following table provides a summary of rental housing costs, with estimated minimum gross monthly income required:

CITY OF NORWALK RENTAL HOUSING COSTS			
Contract Rent of Rental Units	Minimum Gross Monthly Income	Number of Units	Percent of Units
Below $300/month	$1,000	564	6.26%
$300-399	$1,330	390	4.33%
$400-499	$1,663	870	9.65%
$500-599	$1,996	1,995	22.14%
$600-699	$2,330	1,886	20.93%
Above $700/month	$2,333+	3,306	36.69%
TOTAL		9,011	100.00%

Source: 1990 Census

To determine whether the monthly costs of housing, as outlined above, are affordable, an exploration of income characteristics must be conducted.

Incomes: The 1980 median household income in Norwalk, as reported by the Census, was $19,647. This was $1,904 higher than the median income reported for Los Angeles County of $17,563. The 1990 Census indicates that the median household income for the City of Norwalk is $38,124 annually, or $3,177 per month, whereas the County of Los Angeles median income is $34,965.

There is some indication that incomes may have declined in terms of actual buying power during the period 1980-1990. Based on the Consumer Price Index (CPI) for the Los Angeles area[20], inflation increased by 62.37% between 1980 and 1990, while the median household income increased by 94.04% and the median home value increased by 146.29%. Between 1990 and 1994, inflation increased by 12.07%.

Compilation of the various income ranges yields the following distribution of household incomes:

[20]Per the Federal Department of Labor/Bureau of Labor Statistics, the Los Angeles area includes the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

CITY OF NORWALK INCOME DISTRIBUTION BY TENURE

Income Level (Monthly Gross Income)	Renter Households	Owner Households	Total	Percent of Total
Extremely Low ($1,130)	1,670	1,345	3,015	11.4%
Very Low ($1,183)	1,349	1,577	2,926	11.0%
Low ($3,013)	1,931	2,674	4,605	17.3%
Moderate ($3,578)	1,010	1,845	2,855	10.8%
Above Moderate ($3,579+)	3,087	10,060	13,147	49.5%
TOTAL	9,047	17,501	26,548	100.0%

Source: Consolidated Plan for Housing and Community Development Programs, City of Norwalk, 1995.

To provide greater analysis of housing needs, income levels have been defined as the following:

- Extremely Low Income - Households whose income is 30% or less than the County median income.
- Very Low Income - Households whose income is 30-50% of the County median income. Persons within this category and Extremely Low Income category are considered to live below the poverty line.
- Low Income - Households whose income

is 51-80% of the County median income.

- Moderate Income - Households whose income is 81-95% of the County median income.
- Above Moderate Income - Households whose income is 96% or greater than the County median income.

The following table lists the maximum housing expenditure capacities of the various income groups, by the number of persons in the family:

CITY OF NORWALK 1995 MONTHLY HOUSING EXPENSE LIMITS

	Number of Persons in Family							
Standard	1	2	3	4	5	6	7	8
Very Low Income	$449	$513	$578	$641	$693	$744	$795	$846
Low Income	$704	$804	$905	$1,005	$1,085	$1,166	$1,246	$1,326
Median	$897	$1,026	$1,154	$1,283	$1,385	$1,488	$1,590	$1,693
Moderate Income	$1,078	$1,231	$1,385	$1,539	$1,661	$1,785	$1,908	$2,031

From the preceding information, the diversity of income characteristics within the City of Norwalk population becomes evident.

Overpayment for Housing: With housing costs and incomes identified above, the City

can analyze the degree of problems with housing costs, and the unmet affordable housing needs. With housing prices escalating much faster than real personal income during the period between 1980 and 1990, problems related to overpayment for housing have become a growing concern. Overpayment for housing is generally defined as payment of more than 30% of gross income for housing. Severe cost burden occurs when 50% or more of gross income is spent on housing costs. The following table provides data regarding cost burden within the City of Norwalk:

CITY OF NORWALK				
	COST BURDEN OF 30%+		COST BURDEN OF 50%+	
Income Level	Renters	Owners	Renters	Owners
Extremely Low	144	187	1,099	542
Very Low	675	280	476	341
Low	969	728	97	334
Moderate	240	548	9	72
TOTAL	2,028	1,743	1,681	1,289

Source: 1994 Department of Housing and Urban Development Comprehensive Affordability Strategy Data Book

As indicated above, an estimated 6,741 extremely low to moderate income households that were spending more than 30% of their income on housing costs in 1994. Using the 1994 population estimate prepared by the State of California Department of Finance of 97,303

persons, and adjusted for persons living in group quarters and average household size, approximately 24.76% of the total households in 1994 were cost burdened.

Another indicator of housing need is the number of people presently receiving or waiting to receive housing assistance. The following are descriptions of housing assistance programs administered by the City of Norwalk, and their respective waiting lists:

- *Rent Vouchers* - The City maintained 270 Section 8 contracts (monthly rent vouchers) during 1994. However, 351 households are waiting to obtain rental subsidies through either the rent voucher or certificate program. The waiting list, which was closed in 1989 with 1,000 persons, has been reduced to 351 persons, where the average wait is 5-6 years.
- *Rent Certificates* - The City maintained a total of 373 rent certificates during 1994.

SCAG has developed a Regional Housing Needs Assessment (RHNA), which local jurisdictions must use to determine present and future housing needs. In addition to projecting aggregate housing needs, the RHNA also specifies how many units should be provided to satisfy the needs of the population at various income levels. One reason for this categorization is to ensure that low income units are not "impacted," or concentrated in

one jurisdiction. The RHNA's specific distribution of housing units by income is as follows:

CITY OF NORWALK
RHNA HOUSING ALLOCATION 1989-1997

Income Category	Housing Units	Percent of Total
Very Low Income	221	15.76%
Low Income	268	19.11%
Moderate Income	299	21.32%
Above Moderate	613	43.72%
TOTAL	1,402	99.91%

Source: Southern California Association of Governments (SCAG)

In order for Norwalk to meet its share of regional housing demand (during the 7 year period from July 1, 1989 to June 30, 1996), as identified in the RHNA, 1,402 units should be constructed within the City, including 489 units affordable to low and very-low income households. Between the ten-year period of 1980 through 1990, where development activity was unusually high, Norwalk experienced a net increase in its housing stock of 1,455 units.

From the statistics and analyses contained herein, the need to provide affordable housing becomes apparent. Every community faces the problems of resources insufficient to meet the entire needs of cost burdened households, since

the inability to pay for housing is also a result of general poverty conditions. Poverty has, arguably, been attributed to "changes in the composition of households, slower economic growth, the failure of government training programs to increase the skills of the poor, and the rise of a permanently poor underclass[21]." Regardless of the cause, it must be recognized that other forces exert pressure on the ability to pay for housing. With this in mind, the City will address the housing affordability problem with the resources that it has available.

Need 2: Home Ownership Opportunities Should Be Increased

Homeownership can provide very low to moderate income persons with an opportunity to build equity and improve their financial positions. Further, certain studies indicate that "homeownership does have a significant effect on the life satisfaction of low-income people[22]." Considering that a smaller proportion of owner occupied dwellings is affordable than rental units, and the statements above, the expansion of affordable homeownership opportunities are needed within the community.

Of all 1990 housing units, 17,120 (63%) are owner-occupied and 9,276 (34%) are renter

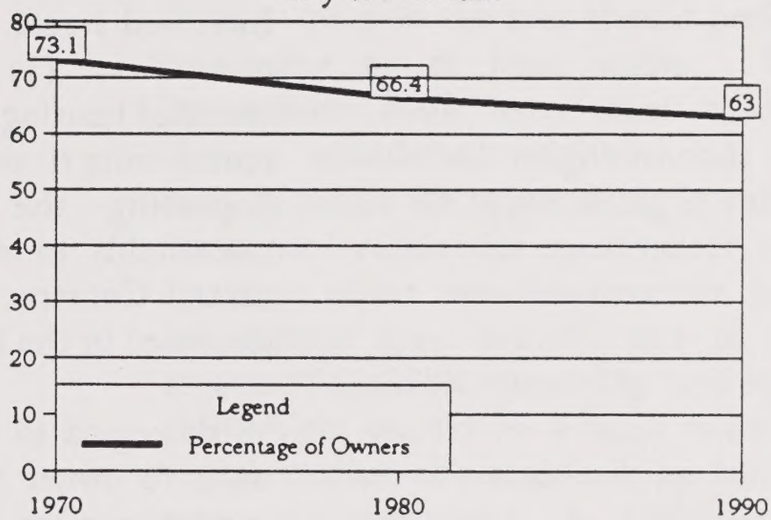
[21]Sawhill, Isabel V. "Poverty in the United States" *The Fortune Encyclopedia of Economics*. Warner Books, Inc.: New York, 1993.

[22]Rohe, William M. and Michael A. Stegman. "The Effects of Homeownership on the Self-Esteem, Perceived Control, and Life Satisfaction of Low-Income People". *Journal of the American Planning Association, Vol. 60, No. 2., Spring 1994.* American Planning Association: Chicago, 1994.

occupied. This is not an unusual ratio of owners to renters within southeast Los Angeles County. It does reflect, however, a dramatic and historical trend in Norwalk. From 1960 to 1990, the owner occupied share of total dwelling units dropped by 18%.

OWNER OCCUPANCY RATE

City of Norwalk



Source: 1990 Census

Almost all (97%) of Norwalk's housing units are occupied, which means only 3% (901 units) of the housing stock is vacant. Of the 901 vacant units, 503 were for rent, 177 for sale, and 221 were classified as "other vacant[23]." This translates into a vacancy rate for rental units of 5%, and a vacancy rate for owner-occupied units of 1%. The overall vacancy rate is 3%. The low vacancy rate of owner occupied

[23]"Other vacant" as defined by the Bureau of the Census includes units held for occupancy by a caretaker or janitor, and units held for personal reasons of the owner.

housing units may result, in part, from the lower median home values, when compared to Los Angeles County overall. In part, the rental market has a greater vacancy rate because of the comparatively greater number of apartments built in Norwalk within the last two decades. Also, rental units will typically have a higher vacancy rate due to a higher turnover rate.

Increased home ownership opportunities can result from: (1) development of new owner occupied housing units; (2) converting existing rental units to owner occupied units; and (3) improving the financial wherewithal of households to enable them to afford these units. Construction of new housing units is discussed in the Housing Availability section.

With regard to conversion of existing rental units to owner occupied housing units, such conversions are usually pursued only after a general feasibility analysis. A general feasibility analysis may include examination of the project's location, the physical suitability of the structure or complex, the project's rental history, and the market potential, with, as with other forms of real estate, the superiority of the project's location representing the most important consideration[24]. For reference, the following excerpt, which is not intended to indicate a standard, provides a general description of a "superior location" for a

[24]Casazza, John A. Condominium Conversions. Urban Land Institute: Washington, D.C., 1982. p. 26.

condominium conversion:

"First, it should be convenient - close to major employment centers, shopping centers, shopping centers, local convenience stores, cultural facilities, recreational areas or facilities, and easily accessible via major transportation arteries and mass transit. Second, the location and surrounding area should generally be known as a good residential neighborhood. Home values in the area should preferably be increasing or at least stable. Typically, conversions have been most successful in mature, established neighborhoods in which existing homes are appreciating in value and in which new residential construction is limited. In areas where new construction is limited, conversions may provide one of the only sources of available ownership housing. Third, the project should be located within a tight rental market characterized by low vacancy rates and high rents. In addition, the area should have a strong homeownership demand and high construction costs for new homes and new condominiums. Fourth, the project should not be located in a jurisdiction which there are conversion moratoria or excessive restrictions on conversions, or in which there is an unfavorable attitude toward condominiums[25]."

In terms of financial assistance for home buyers, owner occupied housing costs are considerably higher than monthly expenses for

[25]Ibid. p. 26.

rental units. Due to this difference in housing costs, increasing homeownership opportunities for low income persons may require greater financial assistance than rental assistance programs. However, with many rental units already affordable to low to moderate income households, establishment of low to moderate income homeownership programs, to enable a household to purchase a home that it would otherwise not be able to afford, would represent an expansion of housing opportunities to those income levels.

Need 3: Provide housing for the growing Senior Citizen population

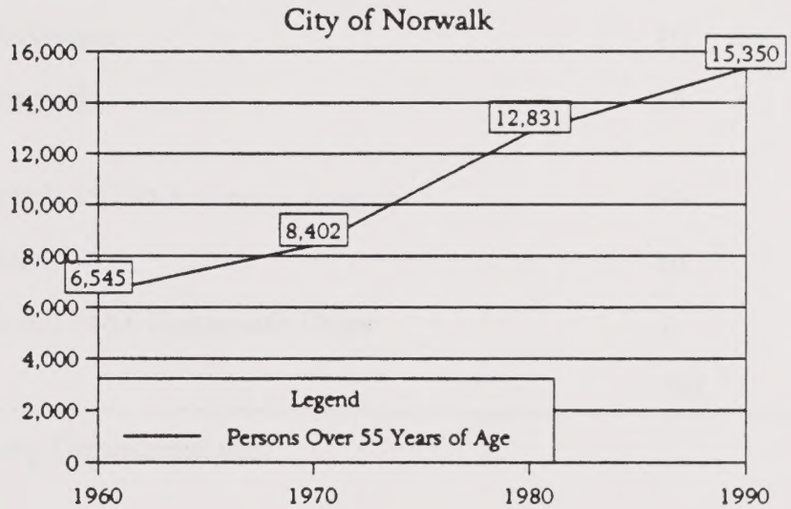
Lower incomes and physical disabilities create special needs for many elderly households. In addition, many senior citizens have remained in large single-family homes, where physical or financial limitations hinder their ability to maintain their property. These homes, where the elderly homeowner may have raised their family, may be utilized by younger families and, in this manner, provide relief to the housing shortage. Thus, provision of greater senior citizen housing opportunities will improve housing accessibility in a variety of ways.

The 1990 Census reports 11,733 persons living in Norwalk aged 60 year and older, representing 12% of the total population. The share of the total population represented by this group has been steadily increasing since 1960.

In the City of Norwalk, 30% of all households

contain one or more persons 60 years of age or over, as compared to 28% for the County of Los Angeles. The percentage of the total population aged 60 and over increased from 10% in 1980, to 12% in 1990. This is a continuation of a trend which is traceable at least to the 1960's when the share of population aged 60 and over was only 5%. According to the 1990 Census, 604 persons live in nursing homes.

ELDERLY POPULATION



Source: 1960, 1970, 1980, 1990 Census

In reviewing the housing assistance programs, the City of Norwalk Housing Authority, through the Section 8 program, maintains 136 contracts, or 21.2%, with elderly low-income households. The Community Development Block Grant (CDBG) program has developed a program to specifically assist senior citizens in rehabilitating their homes.

Recognizing the housing needs of the low income elderly, the City had geared much of its affordable housing effort in the 1980's toward the elderly. Most of the publicly-assisted low-income units which have been built in the last decade have been specifically for the elderly, resulting in 269 senior citizen housing units. The following table provides a listing of senior housing developments within the City of Norwalk, and their maximum occupancies:

CITY OF NORWALK SENIOR HOUSING DEVELOPMENTS	
Address	Maximum Occupancy in Persons
Belcourt Senior Apartments, 12801 Rosecrans Avenue	267
Horizon Multi-Housing (Approved),12500 Firestone Boulevard	242
Norwalk Christian Towers, 14141 Clarkdale Avenue	185
Southland, 11701 Studebaker Road	120
Glen Terrace Health Care Center, 11510 Imperial Highway	99
FHP Norwalk, 10625 Leffingwell Road	99
Villa Elena Convalescent Hospital, 13226 Studebaker Road	98
CareWest Intercommunity Nursing Center, 12627 Studebaker Road	86
Belshire Glen Manor, 15602 Belshire Avenue	70
Senior Apartment Development (Approved), 13700-13730 San Antonio Drive	65
North Walk Villa Convalescent Hospital, 12350 Rosecrans Avenue	59
Soroptomist Village, 12657 Foster Road	46
Norwalk Sunset Board and Care Home, 11631 Dartmouth Drive	6
TOTAL	1,442

Source: Telephone Survey and Planning Department files

The proper living environment for these senior citizens to be relocate to has been subject to debate. While arguments have favored both segregated living environments and housing among the general population, "housing experts and gerontologists...agree that housing for elderly people should be located near public transportation, commercial establishments, and

The proper living environment for these senior citizens to be relocate to has been subject to debate. While arguments have favored both segregated living environments and housing among the general population, "housing experts and gerontologists...agree that housing for elderly people should be located near public transportation, commercial establishments, and medical and support services[26]." In any event, the City of Norwalk will continue to support the development of senior citizen housing opportunities.

Need 4: Assistance to Female Headed Households

Households with a female head of household typically have lower incomes than households with male heads of households. In addition, in homes where the female head of household is employed outside the home, there may be "latch-key" children or younger children in need of care.

Norwalk has 4,020 (18%) households of more than one person with a female head of household and 2,283 (17.5% of total households) of these households contain persons less than 18 years of age. A significant percentage of the Section 8 contracts (381 or 59.25%) are with women who are heads of households. Also, the Department of Social Services has noted a dramatic increase during

[26]Shifman, Carole R. *Increasing Housing Opportunities for the Elderly*. American Planning Association, Planning Advisory Service: Chicago, Illinois, 1983.

the previous year in the number of women coming to the department for assistance. Available housing assistance programs for low and moderate income women heads of households in Norwalk continues to be a primary concern.

Need 5: Reduce Overcrowding and Problems for Large Family Households

Housing unit overcrowding reflects the inability of households to rent or buy housing with sufficient space to meet their needs. The U.S. Census includes an indicator of overcrowded households as households with more than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches, while severe overcrowding is measured by 1.5 or more persons per room.

Similar to much of Los Angeles County, the number of overcrowded (more than 1.0 persons per room) housing units in Norwalk has risen, increasing from 14% of the total in 1980 to 23% in 1990. Severely overcrowded households (1.5 persons or more per room) increased in number by 119% in that same period.

The 1990 Census recorded 6,728 family households and 66 non-family households in Norwalk with five or more persons. In 1990, 26% of all households were overcrowded. Of this amount, 99% were family households.

To avoid overcrowding, these households need dwelling units of five or more rooms. Also, where overcrowding develops, provisions for

social amenities should accompany, or closely follow the change. Such amenities could include more public open space, programs for adolescents, provision of neighborhood commercial facilities, accessible social services and child day care. These amenities can relieve some of the problems of overcrowding.

One method of addressing this issue is to encourage room additions to single family homes. For low-income households, this is generally accomplished by using government assisted programs. The CDBG program made loans for 17 properties for low and moderate income households during 1994. Still, the City realizes the need to provide assistance to more households, to relieve the strain on large households.

Need 6: Provide Shelter for Families and Persons in Need of Emergency Housing

Though the issue of homelessness has become an issue of increasing concern, their needs have been difficult to assess due to difficulty in counting. The homeless issue is addressed by, first, attempting to quantify and describe issues related to homelessness and, then, discussing services and programs to serve and prevent homelessness.

The Homeless Problem - The extent of homelessness in Norwalk is difficult to quantify. Attempts to accurately enumerate the number of homeless persons are constrained, since homeless persons move about, may be well-hidden, or in locations that are not likely

to be visited. Hence, the specific number of homeless persons in the City is not known.

The 1990 Census provided counts of the sheltered and unsheltered homeless. According to the Census, there were 88 persons in sheltered facilities and one person was found unsheltered (i.e., visible in the street). The age distribution of homeless persons in sheltered facilities was: 17 persons, 0-5 years; 20 persons, 6-12 years; 1 persons, 13-17 years; and 50 persons, 18 years +. In addition, the Rio Hondo Temporary Home (RHTH), located in the City of Norwalk, provides shelter for 100-110 persons every night. Finally, the City of Norwalk Public Safety Department conducted a survey of homeless persons, resulting in a count of 22 individuals.

Based on the information above, it is apparent that the number of homeless persons is difficult to estimate. The following definitions are provided of homeless persons and families:

- *Homeless*: An individual or family who: 1) lacks a fixed, regular and adequate nighttime residence; and 2) an individual who has a primary nighttime residence that is: a) a supervised publicly or privately operated shelter designed to provide temporary living accommodations such as welfare hotels, congregate shelters, and transitional housing for the mentally ill; b) an institution that provides a temporary residence for individuals intended to be

institutionalized; or c) a public or private place not designed for, or ordinarily used, as a regular sleeping accommodation for human beings.

- *Homeless Person (Individual):* A youth (17 years or younger) not accompanied by an adult (18 years or older) or an adult without children.
- *Homeless Family with Children:* A family composed of the following types of homeless persons: at least one parent or guardian and one child under the age of 18; a pregnant woman; or a person in the process of securing legal custody of a person under the age of 18.
- *Homeless Subpopulations:* This classification includes, but is not limited to, the following categories of homeless persons: severely mentally ill only, severely mentally ill and alcohol/drug addicted, fleeing domestic violence, youth and persons with HIV/AIDS.

Outreach efforts to determine the needs of the homeless population have been made by the Public Safety Department. These efforts indicate that some of the unsheltered homeless are reluctant to obtain needed services, indicating that some of the chronically homeless have assumed their lifestyle by choice. Through outreach efforts, the homeless population is referred to nearby services and facilities. It appears that a significant percentage of the homeless have drug and alcohol related problems, and may benefit from outreach services of specialists in this area. The

discussion below of the homeless subpopulations is based on the 22 homeless persons accounted for by the City of Norwalk Public Safety Department, standards cited in the City of Norwalk 1994 Comprehensive Housing Affordability Strategy, and completed research for the 1995 Consolidated Plan:

- *Homeless Mentally Ill*: Some proportion of those that are homeless also suffer from mental illness. According to "Needs Assessment and Recommendations - Homeless Mentally Ill" prepared by the Riverside County Department of Public Health, a widely accepted mid-range proportion for mentally ill persons within the homeless population is one-third. This information can be generalized to apply to any homeless population, including Norwalk's. Thus, approximately seven homeless persons out of the estimated 22 in Norwalk may be severely mentally ill. This assessment also estimates that approximately half of the homeless mentally ill persons also suffer from an alcohol and/or drug abuse problem. Thus, approximately four homeless persons may suffer from both sever mental illness or alcohol and other drug abuse.
- *Alcohol and Other Drug Abuse (AODA)*: The 1987 National Study of Urban Homeless by the Urban Institute estimates that 55% of the urban homeless have at least one indicator of

alcohol and other drug abuse. With an estimated homeless population of 22 individuals, an estimated 11 of them may suffer from AODA.

- *Domestic Violence*: Currently, there are no data to estimate the number of persons that are homeless due to domestic violence. The City does provide, through Community Development Block Grant (CDBG) funds, financial assistance to social service agencies providing services to the victims of domestic violence.
- *AIDS and Related Diseases*: Rough estimates of persons with HIV/AIDS related diseases is 66. The National Commission on AIDS publishes "Housing and the HIV/AIDS Epidemic: Recommendations for Action" which contains percentages for the range of the number of HIV-infected people who are in danger of becoming homeless. The Commission estimates that approximately one-third to one-half of all people infected with AIDS are either homeless or are in imminent danger of becoming homeless. Thus, up to 22 to 33 of these AIDS patients may become homeless. The "Comprehensive Housing Affordability Strategy (CHAS) Spring Training Guide" further estimates that 15% of the homeless may be infected with HIV. With a homeless population of 22 persons, three may be infected with HIV.

In addition to considering the existing homeless population, persons and families threatened with homelessness should also be accounted for. Persons in this category may include:

- *Section 8 Waiting List:* Persons on the Section 8 waiting list may have severe financial problems and, thus, may be living with more than one family in a dwelling unit in overcrowded living arrangements, deteriorated housing conditions, and be on the verge of homelessness. As of January, 1995, the Norwalk Housing Authority had a total of 537 persons/families on its Section 8 waiting list.
- *Extremely Low Income, Severe Cost Burdened Renters:* These renters make less than 30% of the median income and allocate 50% or more of their income for housing expenses. There are an estimated 1,099 extremely low income, severe cost burdened renter households. These households could be threatened with homelessness.

Facilities and Services for the Homeless or Persons At-Risk of Becoming Homeless - The City of Norwalk provides, either directly or through referral, various resources for homeless persons and persons threatened of becoming homeless:

- *City of Norwalk Social Services Center* - The City's Social Services Center operates several programs which assist persons at

risk of becoming homeless including utility bill payment assistance, a hotel voucher program, and food program. In addition, the Social Services center provides referral to shelters, emergency lodging, emergency food and crisis shelters, including the organizations listed below.

- *Catholic Charities* - This organization, in the City of Long Beach, provides housing and food services for the chronically homeless and homeless families.
- *Salvation Army* - The Salvation Army operates a facility in the City of Whittier, which provides shelter for the chronically homeless, and a facility in the City of Bell, which provides meals and a jobs program, intended to assist the chronically homeless in entering the workforce and, eventually, into independent living situations. Also, the Salvation Army operates the Transitional Living Center in the City of Santa Fe Springs, which provides housing for homeless families and persons who have recently become homeless, which provides child care services, psychologists, and other services intended to assist the family or individual in becoming independent.
- *Rio Hondo Temporary Home* - The Rio Hondo Temporary Home, located in Norwalk, provides shelter to 100-110 persons every night, about 25-27% of whom are from Norwalk (as of June

1995). This represents a decrease from 1991 where the estimated percentage of persons served from Norwalk was 45%.

- *Su Casa Family Crisis Center* - Offered to victims of domestic violence and child abuse, this service provides handicapped accessible shelters and supportive services to women and children of all social, economic, religious, or ethnic groups. The basic aspects of their service include a 24-hour hotline, shelter, meals, legal advocacy and crisis intervention.
- *Women's & Children's Crisis Center* - This agency provides emergency services, including shelter up to 30 days, food distribution, emergency transportation, clothing distribution, crisis intervention, counseling and client advocacy for women and their children who are victims of domestic violence, emergency medical assistance, child care, social and recreational activities, and tutorial assistance for school aged students.
- *Little House* - This agency provides an alcohol-free environment for recovering woman alcoholics. Services include housing, awareness education, health and fitness, recovery planning, job training, and family discussion groups.

In addition to the organizations listed above, the City of Norwalk Social Services Center may refer an individual or family to organizations in areas outside of southeast Los Angeles County, such as organizations in the City of Los Angeles. Programs are typically oriented to

providing a homeless person with emergency shelter, food, bathing facilities, job training and placement. In addition to these needs, a greater understanding of other special needs of the homeless population, as related to mental illness, drug and/or alcohol addiction, domestic violence, HIV/AIDS, and other conditions would foster more effective program development.

Need 7: Ethnic and Racial Diversity within the Community

Fair distribution of housing amongst the various racial and ethnic groups[27] serves as another important housing consideration. The population of Norwalk is dominated by two ethnic groups: White, non-Hispanics which are generally of Caucasian racial stock, without Hispanic antecedents, and Hispanic persons, who are generally persons of Hispanic origin and/or ancestry. Although these two groups were dominant in 1980 as well, three significant shifts have taken place in the last decade:

- Representing 48% of the Norwalk population, the Hispanic population has grown dramatically both in absolute terms (+11,102) and in percentage share of total population (+32.4%).

[27]As stated by the Bureau of the Census, "The concept of race as used by the Census Bureau reflects self-identification; it does not denote any clear cut scientific definition of biological stock. The data for race represent self-classification by people according to the race with which they most closely identify. Furthermore, it is recognized that the categories of the race item include both racial and national origin or socio-cultural groups".

- The White non-Hispanic population has, in turn, declined in both numbers (-10,476) and percentage share of total population (-23.2%). The White, non-Hispanic composed less than 40% of the 1990 population.
- The Asian population has become a sizeable minority in Norwalk, increasing from 4% of the population in 1980 to 12% of the population in 1990.

The Fair Housing Foundation of Long Beach, which is an organization to whom the City of Norwalk provides funding, provides services designed to affirmatively further the Fair Housing Program objectives of the Fair Housing Act, and State and local fair housing laws, regulations, orders, and ordinances. The Fair Housing Foundation provides the following services:

- Housing discrimination counseling and investigative services.
- Landlord and tenant dispute resolution services.
- Education and outreach services.

The City promotes the availability of the program by referring any complaints regarding housing discrimination to the Long Beach Fair Housing Foundation. Through the Fair Housing Foundation, the City of Norwalk provides the requisite services for enforcing fair housing practices. With continued funding, or enforcement through other means, of these practices, coupled with programs to assist low

to moderate income households, adequate efforts are being applied by the City to remove racial and ethnic barriers to housing.

A Fair Housing Assessment (hereinafter "Assessment") was conducted in December 1991 by the Fair Housing Foundation of Long Beach, to determine if any barriers to fair housing existed in the City's housing programs and procedures. The Assessment, which is on file with the City and United States Department of Housing and Urban Development, indicates that the City is in compliance with all federal regulations that require the completion of a fair housing assessment and, further, the Assessment determined that there are no reported outstanding findings of noncompliance against the City of Norwalk.

Though not related directly to housing discrimination, the Norwalk Consumer-Rental Mediation Board (NCRMB) provides another source of relief for landlord-tenant disputes. Intended to provide a quicker, more effective means of mediating disputes than the court system, the NCRMB provides a skilled, neutral negotiator for hearing and facilitating resolution to disputes.

<u>Need 8: Housing for the Physically and Mentally Handicapped or Disabled</u>

Physically handicapped (especially wheelchair-bound) persons have special housing needs, including entrance ramps, wider than normal doorways, lower-than-normal counter tops and

shelves, special flooring and elevators (in multi-story buildings). Many persons with physical handicaps are also elderly, with infirmities due to age.

The State of California Department of Rehabilitation estimates that 15% of the Norwalk population has physical, mental, and/or emotional disabilities. The Southeast Center for Independent Living, a private, nonprofit organization offering services to the handicapped and located in the City of Downey, served 245 clients from Norwalk in 1990, many persons seeking assistance resided in nursing homes. The 1990 Census reports 604 Norwalk residents living in nursing homes.

It could not be determined how many housing units, specially equipped for the physically handicapped, exist in Norwalk. From 1983 through 1988, the CDBG Program made 14 loans for renovations to households with handicapped persons. These loans had a total value of $256,830 and a mean value of $18,345. During 1994, the Section 8 program provided housing assistance to 83 households with disabled (unable to work) persons and 2 households with handicapped persons. The Planning Department reports that, from 1980-1990, no federally or state assisted housing projects were built in Norwalk. Such projects often have requirements that a certain number of the funded units be adapted for use by the physically handicapped.

Emotionally or mentally handicapped persons

also have special housing needs. These persons may live in board and care homes, where they can receive special treatment while living in households, rather than an institutional setting. These homes are permitted in the low density residential areas by right, and in the commercial areas with a Conditional Use Permit. No additional assistance, beyond existing services, appears to be necessary to serve persons in this category.

Need 9: Farmworker Housing

Seasonal farmworkers do not constitute a large population in the City of Norwalk. No farming or agricultural industries, nor farmworker housing units, are located within the City.

b. Housing Accessibility Resources and Constraints

This section identifies only those resources and constraints which directly affect the affordability of housing. All of the resources and constraints identified in Section 4 regarding Housing Availability have an effect on the affordability of housing, since it affects the total supply of housing. Therefore, those resources and constraints should also be referred to for a complete listing.

Resource 1: Community Development Block Grant and Home Investment Partnership Funds

With a total funding of $2,142,773 during the 1995-96 Fiscal Year, Community Development Block Grant (CDBG) funds represent an important vehicle for improving living

conditions for low income persons. CDBG funds have been allocated for the following purposes:

- Residential Rehabilitation
- Gang Programs
- Social Services
- Public Works improvements
- Program Administration

Also, Home Investment Partnership (HOME) funds were secured for $500,000 to be allocated for:

- Home Repair for Elderly and Disabled/Handicapped Homeowners
- First Time Homebuyers Program
- Community Housing Development Organizations Set-Aside
- Planning and Administration

The CDBG and HOME funds provide critical resources to meet the housing needs of low income persons, in all of the special needs categories, through implementation of a wide variety of programs, directed at a wide variety of needs.

<u>Resource 2: Section 8 United States Department of Housing and Urban Development funds</u>

Rental assistance to low income households is provided through Section 8 funds. The City of Norwalk Housing Authority, which administers Section 8 rental assistance, has served as an effective means of providing affordable housing.

During 1994, the City of Norwalk Housing Authority provided rental assistance to a total of 643 households, many households falling within more than one of the special needs categories identified within this Section.

Resource 3: Redevelopment Low to Moderate Income Set Aside Funds

The City of Norwalk Redevelopment Agency provides additional sources of funding for housing. In accordance with the California Health and Safety Code (Section 33071), one of the fundamental purposes of redevelopment is to expand the supply of low to moderate income housing. As stated in the Implementation Plan for Redevelopment Project Area Nos. 1 and 2, adopted on December 20, 1994, the responsibilities of the Redevelopment Agency may include:

- Production of low to moderate income housing units in a number equal to thirty percent (30%) of Agency developed new or substantially rehabilitated residential units.
- Production of low to moderate income housing units in a number equal to fifteen percent (15%) of new or substantially rehabilitated residential units developed by persons other than the Agency in the Project Area.
- Identification of locations suitable for replacement housing units rehabilitated, developed or constructed, if the destruction or removal of low to moderate income housing units will

result from activities included in the implementation plan.

- The set-aside and expenditure of twenty percent (20%) of tax increment in projects for housing purposes.
- The proportional expenditure of housing funds on housing available to persons of low and very low income.
- The transfer of housing funds to other public entities producing housing in the community.

In fulfillment of these responsibilities, the City of Norwalk Redevelopment Agency has undertaken housing projects in the past, and has initiated efforts for future housing efforts.

Past Accomplishments - To date, the Redevelopment Agency has accomplished the following:

- Issuance of Multi-Family Revenue Bonds, resulting in 39 low to moderate income housing units at the 192 unit Civic Center Place Apartments.
- Acquisition and preparation of a site for the anticipated construction of 50-60 affordable housing units for a First Time Home Buyers Program. During Fiscal Year 1994-95, the Redevelopment Agency expended $855,000 on the First Time Home Buyers Assistance Program.
- Acquisition and preparation of a site, including architectural drawings, for the construction of a 150-175-unit senior citizen building. Approximately

$15,000 was expended during Fiscal Year 1994-95 for this project.

Future Projects - The Redevelopment Agency expects to have the following resources available between 1995 and 2000:

REDEVELOPMENT FUNDS AVAILABLE FOR HOUSING PROGRAMS (In $1,000's)					
1994-95	1995-96	1996-97	1997-98	1998-99	1999-00
$5	$55	$125	$218	$332	$470

It is the policy of the Redevelopment Agency to spend 62.06% of the Project Areas' Housing Fund Money on housing for persons of very low and low income. While the Agency intends to continue to spend at least the above percentage of its Housing Funds on low and very low income housing, the target is intended to be met over the life of the Redevelopment Plan and not strictly on an annual basis. In some years, more or less monies may be spent on very low and low income housing. During the period between 1995-2000, the Redevelopment Agency intends to conduct the following activities with its housing funds:

- First-Time Home Buyers Assistance Program - The Agency intends to assist first-time home-buyers by providing a site for the construction of approximately 50 condominiums. The Agency will devise a program that may provide down payment assistance in the

form of substantial second trust deeds, with some restrictions.

- Housing for Senior Citizens - The Agency also anticipates causing the development of approximately 150 new rental units for seniors in a tower complex.

Through such programs, the Redevelopment Agency will serve as an important and effective resource in the production of housing opportunities for low to moderate income persons.

Resource 4: City of Norwalk Social Services Center

Committed, in part, to providing assistance to persons in the various special needs categories, the City of Norwalk Social Services Center provides several housing related services:

- Through the hotel voucher program, the Social Services Center may provide hotel vouchers for 2-3 days, for persons in need of temporary housing.
- The Social Services Center may also assist with payment of utility bills once during a twelve month period, for persons who have demonstrated a need and emergency situation.
- Food is also provided to persons in emergency situations. Eligible persons may receive food once every four months.

Overall, the Social Services Center provides a

means to assist households in emergency situations, that assist homeless persons, person at risk of becoming homeless, and persons of other special needs.

Resource 3: Existing Supply of Assisted Housing Units

Past efforts to meet housing needs have resulted in public assistance for five housing development. These assisted housing units have served as a stable supply of subsidized housing and, therefore, preservation of their affordable status should be pursued[28]. The following is a listing of assisted housing developments within the City of Norwalk:

[28]This section has been prepared in compliance with Section 65583(a)(8) of the State of California Government Code, as it relates to analysis of existing housing developments that are eligible to change from low-income housing uses.

CITY OF NORWALK ASSISTED HOUSING DEVELOPMENTS

Project Name Address	Type of Assistance	Potential Date of Change from Assisted Status	Assisted Elderly Units	Assisted Non-Elderly Units	Approximate Cost to Replace[29]
Norwalk Christian Towers, 14141 Clarkdale Avenue	Section 236.j.1.	5/29	185	0	$7,566,204
New Brittany Terrace, 11223 Ferina Avenue	Section 221.d.3.	3/93	0	18	$1,176,001
Los Alisos North, 11809 Los Alisos Circle	Section 221.d.4.	5/03	0	48	$3,136,003
Soroptomist Village, 12657 Foster Road	Section 202	6/03	46	0	$1,881,326
Civic Center Place Apartments, 12700 Bloomfield Avenue	Redevelopment Set-Aside	4/97	0	39	$2,548,002
TOTAL			387	85	$16,307,536

Source: Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion and City of Norwalk Redveleopment Agency records

Based on the table above, there are four assisted housing development projects which are at risk of being converted to market rate housing between 1995 and 2005. Each of these projects is discussed in greater detail below:

- *New Brittany Terrace* - This development

[29]Cost to Replace" is based on the following formula:[(Total number of units x 1,980 square feet) x (Price/Square Foot of High Density Residential Land or $2.83)] + [(Total Number of units x 650 square feet for Elderly Units and 1,100 square feet for Non-elderly units) x (Price/Square Foot of Building Floor Area or $54.30)]. In the preceding formula, "1,980 square feet" represents the minimum amount of land area required per unit in the high density residential district, and "200 square feet" represents the minimum floor area required per one bedroom unit.

is composed of 18 2-bedroom units. The property owner of this development has filed a Notice of Intent to sell the property to a nonprofit or government entity, whereby the mortgage may be prepaid and the development may be converted to market rate housing if no bona fide offers are received during a 12-month period. In order to preserve these low income housing units, the City of Norwalk has been seeking an interested nonprofit entity to purchase the property. Three nonprofit agencies have indicated interest in the property, wherein the applicant is in negotiations with one of these nonprofit corporations. With no funding available from the City, the best opportunity to preserve the affordable status of New Brittany Terrace is to continue to solicit interest from nonprofit agencies. The 1995 Assessed Value of the property, which is typically less than market value, is $548,896. The following nonprofit entities have expressed interest in New Brittany Terrace:

Partnership Housing Corporation of Orange County
1438 East Colorado Boulevard
Glendale, California 91205

Western Development for Affordable Housing, Inc.
1855 West Katella Avenue
Orange, California 92667

Shelter for the Homeless, Inc.

- *Los Alisos North* - This development is comprised of 20 3-bedroom units and 28 2-bedroom units. Only very low or extremely low income applicants are considered. Rental rates are 30% of gross monthly income, resulting in varying rates. Subsidization of this development may terminate in May 2003. Based an income level of $1,130 for Extremely Low Income households and $1,183 for Very Low Income households, the maximum rent would range from $339 to $355. With a Fair Market Rent Schedule of $1,000 for 3-bedroom units and $800 for 2-bedroom units, a monthly total of $25,360, or $304,320 annually, of rental assistance would be required to maintain affordability to very low income households. The Assessed Value of land and improvements on the property is $2,866,101.

- *Soroptomist Village* - This development is composed of 12 1-bedroom units, which are designed to accommodate 2 persons, and 34 bachelor units. Rental rates are $190 and $140 respectively. All units are reserved for persons 62-years of age or greater. The project, which has received Section 202 assistance, is owned and operated by a nonprofit entity. Based on a Fair Market Rent Schedule of $650 for 1-bedroom units, a

total of $22,860 of rental assistance would be required each month, or $274,320 annually. The owner of Soroptomist Village is a nonprofit corporation, which will probably retain ownership after the June 2003 subsidy termination date and, therefore, maintain these units as part of the affordable housing stock. The Assessed Value of land and improvements on the property is $521,087.

- *Civic Center Place* - This development is comprised of 19 1-bedroom units, available at $725, and 20 2-bedroom units, available at $850. Through the Section 8 Rent Voucher program, these units could remain affordable with rental assistance provided in the amount of $5,624 monthly, or $67,488 annually. Subsidization will terminate in April 1997.

FINANCING SOURCES FOR PRESERVING ASSISTED HOUSING UNITS - Due to planned programs, Community Development Block Grant funds, Redevelopment Agency tax increment funds, and administrative fees (reserves) from the City of Norwalk Housing Authority are not available for preserving assisting units at risk of conversion between 1995 and 2000. United States Department of Housing and Urban Development (HUD) monies, particularly Community Development Block Grant funds, may not be used for preserving New Brittany Terrace and, further,

funds are already committed to a variety of housing programs, including housing rehabilitation, public facilities and public works, public services, and program administration. Redevelopment Set Aside funds, which are estimated at $55,000 for Fiscal Year 1995-96, are earmarked for the First Time Home Buyers Assistance and Senior Housing projects. Finally, the City of Norwalk Housing Authority reserves, which are estimated at $350,000 for Fiscal Year 1995-96, must be maintained for emergency operating costs. HUD Regulations require that each Housing Authority maintain an amount equal to 1.5 months of operating costs. Utilization of Housing Authority Reserves would, therefore, not be possible. In summary, CDBG, Redevelopment funds, and Housing Authority reserves are encumbered and unavailable for preserving assisted housing units. If unencumbered funds become available, then the City may consider the viability of preserving assisted housing units. If not, then the City of Norwalk should attempt to conserve these units by providing technical assistance to public and/or non-profit organizations which may be interested in purchasing and managing them.

PUBLIC AND PRIVATE NONPROFIT ORGANIZATIONS - To preserve these assisted housing developments, the following nonprofit and profit organizations may be considered:

Korean Youth Center
3986 Ingraham Street
Los Angeles, California 90005

Skid Row Housing Trust
315 West 9th Street
Los Angeles, California 90015

Pasadena Housing Alliance
235 East Holly Street, Suite C
Pasadena, California 91101

Foundation for Social Resources, Inc.
2044 Overland Avenue
Los Angeles, California 90025

Community Corporation of Santa Monica
1351 3rd Street Promenade, Suite 206
Santa Monica, California 90401

Concerned Citizens/South Central Los Angeles
P.O. Box 11337
Los Angeles, California 90011

Southern California Presbyterian Homes
1111 North Brand Boulevard, Suite 300
Glendale, California 91202

HomeAid (profit)
1330 South Valley Vista Drive
Diamond Bar, California 91765

Twelve Pack Enterprises (profit)
P.O. Box 544
Pasadena, California 91102

OBJECTIVES AND ACTIONS FOR PRESERVING ASSISTED HOUSING UNITS - The City of Norwalk will attempt to preserve each of the 57 units which will become at risk

of conversion to market rate housing between 1995 and 2000. Lack of available funding, however, represents a significant concern in preserving these assisted housing units. Therefore, the City should attempt to seek assistance from the United States Department of Housing and Urban Development (HUD) or other means that will enable the City to preserve these units. In addition, the City should provide any technical assistance that would facilitate preservation of these assisted housing developments and facilitate, to the extent possible, the purchase of assisted housing units by a non-profit corporation.

Constraint 1: Limitation on Existing Funds

The existence of waiting lists for various housing programs demonstrates that housing needs have been accurately identified. To meet the growing needs of the various segments of the population, additional funding sources must be pursued.

The City has sought new methods of meeting housing needs through other means of financing. For example, the City participates in the Mortgage Credit Certificate program with the County of Los Angeles, which provides assistance to First-Time Homebuyers. Also, the City is a member of the Tri-City Housing Finance Agency, along with the cities of Hawaiian Gardens and Paramount, which assists persons with a maximum income of $54,240 for one and two person households, and $55,680 for three or more person households. The Tri-City Housing Authority

offers down payments, as low as 3% and low interest rates for the purchase of homes by first-time homebuyers, and loans for rehabilitation of properties. Through programs such as these, the City of Norwalk can expand its ability to assist low to moderate income persons.

Constraint 2: Barriers to the Production of Housing

Housing affordability, of course, depends on the availability of housing units. An inadequate supply of housing will cause upward pressures on housing prices and rental rates. Thus, increases in housing availability must be combined with the above described issues.

5. Housing Quality Strategy

In addition to providing an adequate number of housing units to meet projected population growth, and ensuring accessibility to housing by all segments of the population, the City must strive to create good quality housing. With this goal in mind, the following needs, resources, and constraints have been identified.

a. Housing Quality Needs

Needs, as related to housing quality, focus on the physical amenities of the unit, and the overall desirability of neighborhoods.

Need 1: Condition of Housing Stock

The age of many units, and poor property maintenance, have resulted in poor living conditions for some households. To gain a better viewpoint on this issue, the age of

existing structures may be considered:

CITY OF NORWALK AGE OF HOUSING STOCK: DECEMBER 1993

Year Built	Number of Units	Percent of Total
1939 or earlier	763	2.8%
1940-1949	4,142	15.1%
1950-1959	12,643	46.2%
1960-1969	4,387	16.0%
1970-1979	2,997	10.9%
1980-March 1990	2,315	8.4%
April 1990-December 1993	162	0.6%
TOTAL	27,409	100.0%

Source: 1990 Census; State of California Department of Finance, Demographic Research Unit, *Los Angeles County Population and Housing Estimates*, January 1, 1994

From the table above, it can be derived that approximately 62% of the housing stock was built between 1950 and 1970. By the year 2000, an estimated 4,800 housing units will be 50 years or older, indicating a need to continue housing conservation programs.

Further understanding of the housing condition problem may be ascertained from a housing condition survey, conducted in 1981 by Willdan and Associates. This study indicates that 16% (3,238 units) of Norwalk's housing

stock was substandard[30]. In 1988, the City identified 3,130 (12%) substandard units, which means that, from 1981 to 1988, the number of substandard units declined through either demolition or rehabilitation (during the same period the City approved permits for demolition of 120 units). Almost all of the properties in poor or dilapidated condition are single-family dwellings. Of the 3,130 substandard units, 2,518 units were deemed suitable for rehabilitation[31].

Most neighborhoods have only scattered units in fair or poor condition. The areas with the greatest number of housing units with seriously deteriorated conditions are located within the Community Development Block Grant target areas. Continued use of Community Development Block Grant funds will be an essential method of improving living conditions.

Need 2: Improvement of Neighborhoods

To accurately assess the quality of an individual housing unit, the condition of the neighborhood must also be considered. It has been stated that, "Housing is increasingly seen as not merely the provision of long desired physical amenities - but now requires the provision of an adequate environment. Frank

[30]Substandard is defined as any unit which does not meet or exceed Section 8 Existing Housing Quality Standards or local building codes, whichever is stricter.

[31]Any substandard unit which can be rehabilitated to a standard condition at a cost which does not exceed 51% of the cost of building a replacement structure.

Kristof's incisive phrase, that our housing problem was not one of a housing unit shortage but rather of a shortage of good neighborhoods, epitomizes this shift. Increasingly we begin to understand that the provision of the physical amenities, within the limitations of the housing unit, cannot be viewed as an adequate surrogate for good housing in the broad sense, i.e., a good place to live in."[32] This statement summarizes the need for improving the desirability of neighborhoods by reducing crime, providing park and recreational opportunities, and creating a more pleasing visual environment within the community.

Recognizing a neighborhood in decline is necessary for the preservation of a positive living environment. The National Survey of Housing Abandonment, prepared in 1971 by the National Urban League and Center for Community Change, suggests that certain recognizable steps occur in a neighborhood that is headed toward abandonment or severe dilapidation.

First, there is a movement of the existing residents out of the neighborhood. Perhaps, the desire to be removed from the problems of an older neighborhood, or the inner city, combined with the promise offered by newer houses and communities, have resulted in the

[32]Steinlieb, George. "The Sociology of Statistics." *Housing: Volume III, 1973-1974*. New York: AMS Press, Inc., 1976. p. 240. Frank Kristof has held several posts with the City of New York Housing and Redevelopment Department, and has served as Deputy Chief, Housing Division, for the United State Bureau of the Census.

more mobile, typically affluent, families pursuing housing in the urban fringes, yielding their older houses for lower income groups. This movement into the neighborhood represents the second step.

"A period of property speculation then takes place, during which there is exploitation of the newcomers in terms of overcrowding, decreased maintenance, and increased rents and sale prices. The profit-taking at this stage is intense but short-lived.

The fourth step sees a weakening of the market conditions as real-estate can no longer be sold or re-financed at competitive rates, and deterioration spirals as maintenance decreases.

The tempo of the flight from the neighborhood increases, first by investors and then by the socially mobile, until only the poor, the aged, and the severely deprived remain to constitute what the Survey described as a 'crisis ghetto.'

In this situation, not only are almost all the residents poor and largely members of minority groups, but the area is one in which individual and family incomes are declining while the indices of social pathology - crime and drug addiction - are rising, as are the percentages of families on welfare. 'Rent collection and maintenance is sporadic, and real property has become of little interest to the residents and of slight value to the owners.'

The next step sees capital withdrawn from the

area as mortgage lending institutions fail to re-finance buildings for purposes of modernization or sale, or loan money only for very short periods of time, and property owners cease the expenditure of funds for any purpose[33]."

This process of filtering down housing for occupancy by still lower income groups continues, leaving the community with a decreased tax base, as a result of lower spending by the poor, increased public service needs, and premature abandonment of still useful structures. As indicated in the preceding passages, the reduction in investment by property owners is a critical stimulus for the deterioration of a neighborhood. Finding ways to stimulate re-investment, to enable a property owner to invest in physical improvements with the speculation that property values will remain stable or increase, will be an important step in securing positive neighborhood growth and, consequently, decent and safe housing for residents.

Need 3: Energy Efficient Housing

Creating energy efficient housing developments conserves natural resources, while reducing the monthly costs for the dweller through decreased energy consumption.

Construction of new housing, and rehabilitation of older dwelling units, provides opportunities to meet State energy conservation

[33]Milgram, Morris. *Good Neighborhood*. W.W. Norton and Company: New York, 1977. p. 107.

requirements. All housing projects are reviewed for compliance with the State Energy Conservation standards.

Need 4: Environmental Quality

The quality of the environment is an important consideration in the development and preservation of desirable neighborhoods. Through implementation of the California Environmental Quality Act, the City can ensure that new development will not create significant environmental impacts. With regard to existing neighborhoods, the City should examine methods of improving the environment. Of particular note, contamination of the soil is an area that may warrant further study. Though discussed in greater detail in the Conservation Element, properties located near the Air Force Fuel Depot Storage Tanks have been identified as a significant area affected by soil contamination.

b. Housing Quality Resources and Constraints

To improve the quality of housing, and the neighborhoods within which they are located, the City of Norwalk must consider a variety of resources and constraints.

Resource 1: Design Review Board

The citizens and public officials of Norwalk are concerned with improving the quality of life in Norwalk. The City has chosen design review as one tool for continuing to provide desirable living environments current and prospective residents. Through design review, the City can

ensure that projects, which come before the Design Review Board as part of the government review process, have an attractive appearance, integrate well with the surrounding properties.

The Design Review Board, as part of its review, may require that developers add landscaping, alter building facades or roof treatments, add off-street parking, or reconfigure points of ingress and egress. Conditions of approval are reasonable, and intended to ensure that residents remain satisfied with their living environments.

Resource 2: Community Development Block Grant and Home Investment Partnership Funds

With $915,000 set aside in the Annual Funding Plan for residential rehabilitation, and $175,000 allocated for home repair for elderly and disabled/handicapped homeowners, Community Development Block Grant and Home Investment Partnership funds represent important tools for improving condition of the housing stock.

Resource 3: Property Maintenance Program and Property Maintenance and Building Rehabilitation Appeals Board

Through the Property Maintenance program, administered by the Community Development Department, the City works with property owners to maintain their properties. Continued enforcement of Municipal Code requirements promotes the development of healthy and desirable neighborhoods.

The Property Maintenance and Building Rehabilitation Appeals Board also serves to ensure that properties within the City are maintained in a safe and decent manner.

Property violations are normally addressed in the following manner. First, a Notice of Violation is issued. If the recipient does not respond, then the City delivers two letters requesting cooperation. Further lack of compliance results in an office hearing. If compliance still does not occur, then the matter is referred to the City Attorney for prosecution. The City makes every attempt to resolve issues cooperatively with the responsible party.

In an effort to provide financial assistance to those persons who cannot afford to rehabilitate their properties, the Property Maintenance division refers individuals to the Community Development Block Grant division. After receiving a referral, the Community Development Block Grant division determines if the violator and the violation are eligible for financial assistance. Eligible projects are provided assistance. Ineligible projects and violations are required to be abated through normal code enforcement channels. In this manner, the City attempts to work cooperatively with property owners.

6. Review of Prior Housing Element

The previous Housing Element was adopted in 1983, and was to serve the City for a minimum of five years, establishing a period of analysis from 1983 through

1987. The following is an analysis of the objectives, implementation measures, and overall effectiveness of the previous Housing Element:

a. Review of Past Objectives

New Construction: The City established a goal of 550 new dwelling units to be added to the housing stock in the five year period covered by the housing element. During the five year period, actual housing production totaled 737 housing units. The housing goal set by the Southern California Association of Governments (SCAG), to be achieved between 1983 and 1989 for Norwalk to satisfy the regional housing need was 1,043 units.

Affordability: A major objective of the Housing Element was the provision of housing for low income households. As previously stated, the City established a goal of 550 new dwelling units, with the following distribution: 87 very low income, 105 low income, 118 moderate income, and 240 high income. Between 1983 and 1987, the City of Norwalk added 48 very low and extremely low housing units to its affordable housing stock through the Section 221.d.4. program, and 39 low to moderate income housing units with Redevelopment Set-Aside funds, for a total of 87 affordable housing units. Also, the Section 8 program provided rent vouchers or certificates to 588 households.

Housing Choice: In addition to the provision of low and moderate income units, the Housing Element encouraged the development of market

rate housing, to allow for a diversity of housing choices. Through the Design Review Board, the City has been reviewing housing developments and fostering positive neighborhood growth through implementation of reasonable design standards.

Overcrowding: The Housing Element recognized the need of lower income, overcrowded households to find suitable housing and, thus, the necessity of continuing federal and state assistance programs. This was achieved primarily through the Community Development Block Grant Program, which funded 59 room additions. The number of units added to the housing stock containing three or more bedrooms could not be ascertained.

Housing Condition: The City set numerical goals for the rehabilitation of a minimum of 82 dwelling units, and replacement of 90 deteriorated units. Under the Community Development Block Grant program, the City made 122 loans for renovation/rehabilitation of owner occupied housing and, during the same period, issued permits for demolition of 74 residential units.

b. Review of Past Implementation Measures

HOUSING PRODUCTION

Section 8 New Construction - The previous Housing Element included a goal to develop 48 additional housing units through the Section 8

New Construction program. This program was phased out by the Federal Department of Housing and Urban Development and, therefore, did not result in the development of new housing units.

Condominium Conversion Regulations - A program was provided that encouraged the rate of condominium conversions to be regulated, to prevent excessive depletion of the affordable, rental housing stock. In 1990, 1,219 dwelling units were single-family attached units. Since 6,593 units within the City are located within a multiple-unit development, it may be derived that 18.5% of the multiple-unit housing stock is comprised of single-family attached units. Since 1983, 42 apartment units have been converted to condominium units. The City should continue to monitor the percentage of multiple-family units that are condominium units, to ensure that the supply of rental housing can be preserved.

Residential Zoning - This program encouraged the re-zoning of sites to high density residential designations, where possible. Between 1983 and 1995, the following Zone Changes from non-residential to residential designations, and lower density to higher density residential designations, were approved:

ZONE CHANGES TO HIGHER DENSITY RESIDENTIAL DESIGNATIONS (1983-1995)		
Property Location (Zone Change Case No.)	Previous Zone (Dwelling Units Per Acre)	New Zone (Dwelling Units Per Acre)
14730 Pioneer Boulevard (280)	R-1 (8.7 du/acre)	SPA No. 7 (varies)
East Side of Studebaker (281)	M-1 and C-3 (0 du/acre)	R-3 (26 du/acre)
12801 Rosecrans (288)	C-3 and R-1 (0 and 8.7 du/acre)	SPA No. 10 (60 du/acre)
Northeast intersection of Civic Center Drive and Bloomfield Avenue (289)	C-O (0 du/acre)	SPA No. 11 (varies)
Northwest corner of Foster Road and San Antonio Drive (293)	M-1, C-3, and P (0 du/acre)	SPA No. 12 (24 du/acre)
Northeast corner of Rosecrans Avenue and Madris Street (316)	R-1 (8.7 du/acre)	R-3 (26 du/acre)
San Antonio Drive, between Walnut and Pine Streets (317)	C-3 (0 du/acre)	PUD No. 1 (70 du/acre)
12500 Firestone Boulevard (319)	C-3 (0 du/acre)	PUD No. 2 (26.25 du/acre)

The City has attempted to re-zone parcels of land to higher density residential designations, where possible. As demonstrated in the table above, the City has facilitated the development of housing through the conversion of non-residential or lower density residential parcels of land to higher density residential parcels of land. Through these efforts, the City has demonstrated its desire to expand housing opportunities by reviewing the re-zoning of sites on a case by case basis.

Fair Housing/Equal Opportunity Housing - This ongoing program refers to the establishment of a Community Housing Resource Board, the execution of an Affirmative Marketing Agreement with the Norwalk La Mirada Board of Realtors and HUD, and the establishment of a Consumer Rental Mediation Board. Each of these programs are in effect.

SB 99 Tax Exempt Revenue Bonds - This program encourages the use of bonds to develop a low-interest, long term mortgage loan fund for the purchase of homes in redevelopment areas. The Redevelopment Agency issued Multi-Family Revenue Bonds in 1986, which resulted in the development of 39 low to moderate income housing units at the 192 unit Civic Center Place Apartments. The developer is responsible for paying off the bonds; no Agency monies were utilized for the development. The issuance of additional Multi-Family Revenue Bonds are not anticipated during the period between 1995-2000.

Section 202 Loans for Elderly and Handicapped Housing - This program sought to stimulate local nonprofit groups to endeavor in a cooperative effort to secure Section 202 financing, which is a program administered by HUD that provides direct low-interest loans to private nonprofit sponsors of rental or cooperative housing facilities for elderly and/or handicapped persons. No housing units were developed with Section 202 Loans during the past Housing Element period.

Housing Replenishment Program - The Freeway Housing Replenishment program was a program that encouraged the City to provide support to developers who were participating in the Freeway Replenishment program. Through the Freeway Replenishment program, a total of 51 low to moderate income housing units were developed[34].

CHFA Direct Loans - The use of California Housing Finance Agency (CHFA) Direct Loans to profit-motivated developers may cover up to 95 percent of a project's cost, or 100 percent of financing for nonprofit organizations. No projects were developed with CHFA direct loans during the past Housing Element period.

PRESERVATION AND MAINTENANCE OF THE EXISTING HOUSING STOCK

Community Development Block Grant Programs - The past Housing Element included the implementation of several programs funded through Community Development Block Grant monies.

- 4% Interest Rehabilitation Loans - A low interest loan home improvement program to assist low income homeowners to make minor home repairs and improvements is administered by through CDBG funds.

[34]State of California Business, Transportation, and Housing Agency, Department of Housing and Community Development. *Century Freeway Housing Program Thirty-Third Quarterly Report, December 1992.*

- Deferred Rehabilitation Loans - No interest, deferred loans are offered to handicapped, elderly, or very low income home owners to make major home repairs and improvements.

- Residential Rebates - The City implements a program which grants cash rebates to eligible residents for completed home repairs.

CDBG funds continue to provide an effective source for housing programs.

Code Enforcement - Neighborhoods showing greater deterioration were suggested for more concentrated Code Enforcement efforts. The number of Property Maintenance inspectors has been increased from two to three inspectors. In addition, the City has increased its coordination between the Property Maintenance and Community Block Grant divisions to facilitate rehabilitation of substandard properties.

Private Self-Initiated Rehabilitation - For those homeowners not eligible for assistance, this program encouraged the provision of technical assistance and financing, where possible. Planning and Building and Safety Division personnel are available during all business hours to provide assistance at the public counter.

Residential Property Report Program - This program was intended to prevent and correct disrepair of the housing stock, through a

voluntary City-developed residential property reporting program. This program was not established.

Exterior Paint/Lock/Smoke Detector Program - This is a program to provide exterior painting, dead bolt locks and smoke detectors to qualifying low and moderate income families, financed through CDBG "Jobs Bill" and private funding. This program was not implemented.

Section 207 Multiple-Family Housing - HUD offers private mortgage insurance to private lending institutions to finance the construction or substantial rehabilitation of multiple-family rental housing (8 units or more) and mobile home courts. No dwelling units were constructed, nor substantially rehabilitated through this program.

PRESERVATION OF HOUSING AFFORDABILITY

Section 8 Existing Rental Assistance - The Housing Authority of the City of Norwalk was included as an implementing body, to administer the Section 8 rental subsidy program. A total of 643 households were assisted in 1994, and, as of January 1995, 537 applicants remain on the waiting list.

CHFA Homeownership/Home Improvement Program - CHFA allocates funds for cooperative efforts between the State and cities to assist lower income households in obtaining or rehabilitating housing in Neighborhood

Preservation Areas. CHFA funds were not used in the City of Norwalk.

Tax Exempt Mortgage Revenue Bonds - This program involved the consideration of creating a homeownership assistance program financed by SB 99 authorized revenue bonds. As previously indicated, 39 low to moderate income housing units were constructed with tax exempt mortgage revenue bonds.

GNMA Tandem Program - The City promoted private lending institution involvement in the GNMA Tandem program, which is a secondary mortgage market created to purchase below market interest rate mortgages issued by private lenders to low- and moderate-income home buyers. Information was not available regarding the number of lending institutions participating in the GNMA Tandem program.

CHFA Mortgage Purchase Program - The City encouraged CHFA to augment the affordability of one to four-family homes through the purchasing of mortgage loans at below-market rates from private lending institutions. As stated previously, no CHFA funds were used.

Section 231 Mortgage Insurance for the Elderly - This program relates to the provision of mortgage insurance by HUD for private or public sponsors of rental housing for the elderly or the handicapped. Eligible projects include either the construction or rehabilitation of multi-family structures with eight or more units. Section 231 funds were not used.

Section 235 Homeownership Assistance - This program enables eligible families to purchase homes, as HUD insures the mortgages and makes monthly payments to the lender to reduce the effective interest rate. No Section 235 funds were used.

ENERGY CONSERVATION

Energy Audits - The provision of energy audits by the Southern California Edison Company (SCE) is stated as a program. In this program, the City would encourage residents to request energy audits from SCE to develop specific recommendations to remedy energy inefficiency. Information was not available regarding the number of energy audits conducted; however, SCE continues to offer this program.

Information Distribution to Residents - This program involved the distribution of information to residents regarding the installation of energy efficient devices.

Retrofitting of Homes with Energy-Efficient Devices - This program included awareness programs to make the public aware of potential energy saving devices. The City of Norwalk coordinated with the Central Basin Municipal Water District to install low-flow, water saving toilets, that resulted in the installation of approximately 2,000 water saving devices.

Equipping New Construction with Energy Efficient Devices - This program related to optimizing

solar access through building orientation and the study of regulations related to protecting solar access.

c. Review of Overall Effectiveness of Past Element

The goals, objectives, and implementation measures were, overall, effective in: (1) producing housing, as demonstrated by the production of 157 more housing units than projected by SCAG for 1988-1989; (2) providing fair access to housing, evidenced by the 588 households that were assisted through the Housing Authority, the construction of 87 low to moderate income housing units, and the expenditure of $870,000 of redevelopment monies during fiscal year 1994-95 for future low to moderate income housing; and (3) providing for a high quality living environment, which is reflected in the City's property maintenance efforts and design review processes.

Based on a review of the past housing element, the City could improve its effectiveness by furthering its efforts in three areas:

1. Acquiring additional funding - Subsidizing housing, financing new housing, and engaging in other housing programs require additional funding. The City should continue to seek sources for assisting low to moderate income persons in meeting their housing needs.

2. Promoting public awareness of existing

housing programs - Through greater marketing, training, and promotion of its existing housing programs, as well as federal programs, the City can stimulate private sector interest in affordable housing development.

3. Participating in housing development - The City of Norwalk can satisfy housing needs by directly participating in the development process. Using Redevelopment Set-Aside funds, the City can expand opportunities for low to moderate income persons.

The City has incorporated goals, policies, objectives, and implementation measures to the updated housing element which are intended to address the areas identified above.

7. Five-Year Action Plan

In the introduction to the Housing Element, the City's housing goals were stated. Based on the preceding analyses regarding housing availability, accessibility, and quality, quantified objectives[35] have been established. In an affirmative effort to meet those goals and objectives, the following is an action plan for the period between 1996-2000.

GOAL 1: Available Housing to Meet Future Population Growth

[35]As recognized in Section 65583(b)(2) of the California Government Code, the total housing needs may exceed available resources and the community's ability to satisfy this need. Therefore, the quantified objectives need not be identical to the total housing needs.

a. OBJECTIVE: Produce 956 additional housing units by the year 2000, or an average of 191.2 housing units per year, to accommodate 99,974 persons by 2000 to meet Regional Housing Needs Assessment and population projections produced by the Southern California Association of Governments.

- POLICY: Remove unreasonable governmental constraints to the production of housing, and implement new requirements to produce full capacity utilization of existing residential land.

  - ACTION: The City will evaluate the adoption of a mixed use zoning ordinance, or zoning provisions, to permit residential and non-residential uses on the same property.
    RESPONSIBLE BODY: City Council, Planning Commission, and Community Development staff
    FUNDING SOURCE: General Fund
    SCHEDULE: January 1997

  - ACTION: The City will evaluate Zoning Ordinance regulations on a regular basis to remove outdated or unnecessary regulations.
    RESPONSIBLE BODY: City Council, Planning Commission, and Community Development

staff
FUNDING SOURCE: General Fund
SCHEDULE: Ongoing

- ACTION: The City will evaluate new Zoning Ordinance regulations, such as Zero Lot Line regulations, that will permit easier development of sites, without compromising the quality of development; and designation of minimum and average densities of development, as well as maximum densities, to assure that the existing available land is not underutilized.
  RESPONSIBLE BODY: City Council, Planning Commission, and Community Development staff
  FUNDING SOURCE: General Fund
  SCHEDULE: Ongoing

- ACTION: Change zoning classifications from non-residential to residential, where changes to the land use pattern would not degrade the neighborhood.
  RESPONSIBLE BODY: City Council, Planning Commission
  FUNDING SOURCE: General Fund
  SCHEDULE: On-going

- ACTION: Conduct regular studies of planning and zoning fees to determine if a reduction in the schedule should be implemented.
  RESPONSIBLE BODY: City Council, Planning Commission
  FUNDING SOURCE: General Fund
  SCHEDULE: Ongoing.

- ACTION: Establish pre-application conferences with applicants and various reviewing departments to streamline processing of development projects.
  RESPONSIBLE BODY: Community Development, Building and Engineering Departments
  FUNDING SOURCE: General Fund
  SCHEDULE: July 1996

• POLICY: Remove physical/environmental constraints to the production of housing.

- ACTION: The City will implement the goals and policies of the Circulation and Utility Infrastructure Elements.
  RESPONSIBLE BODY: City Council, Planning Commission, and Community Development staff

FUNDING SOURCE: Various Federal, State, Regional, and local funding sources.
SCHEDULE: Ongoing

- POLICY: Remove market and non-governmental constraints to the production of housing.

  - ACTION: The City will prepare a comprehensive vacant and underutilized parcel survey to identify potential development sites.
    RESPONSIBLE BODY: Community Development staff
    FUNDING SOURCE: General Fund
    SCHEDULE: July 1996

  - ACTION: The City and/or Redevelopment Agency will participate in land banking, land write downs, and other actions, where appropriate, to reduce land costs for low to moderate income housing developments.
    RESPONSIBLE BODY: City Council, Redevelopment Agency
    FUNDING SOURCE: Community Development Block Grant funds, Redevelopment Set Aside funds
    SCHEDULE: Ongoing

b. OBJECTIVE: Provide a net total of 35,817

jobs to achieve Jobs-to-Housing Balance of 1.26 jobs per housing unit by 2000.

- POLICY: Subsidize development to encourage commercial, office, and industrial job growth.

  - ACTION: The City will participate in land banking, and other financial actions to encourage job creation.
    RESPONSIBLE BODY: City Council, Redevelopment Agency
    FUNDING SOURCE: Redevelopment funds
    SCHEDULE: On going

GOAL 2: Accessible Housing to All Persons, Regardless of Incomes, Races, Ethnicities, Ages, and Genders

a. OBJECTIVE: Provide housing units by 1997 in the amount and type prescribed by the following table:

CITY OF NORWALK
HOUSING ELEMENT OBJECTIVES 1995-2000

Income Category	New Housing Units	Percent of Total	Assisted Housing Units to Be Preserved	Assist with Rehabilitation
Very Low Income	226	23.6%	0	200
Low Income	274	28.7%	57	200
Moderate Income	255	26.7%	0	200
Above Moderate	201	21.0%	0	0
TOTAL	956	100.0%	57	600

- POLICY: Provide greater access to existing housing units through financing and subsidy programs.

  - ACTION: The City will continue to provide rental assistance to cost burdened renter households.
    RESPONSIBLE BODY: City Council, City of Norwalk Housing Authority
    FUNDING SOURCE: United States Department of Housing and Urban Development Section 8 funds and, possibly, Home Investment Partnership (HOME) funds.
    SCHEDULE: On-going.

- ACTION: The City will provide down payment assistance to low income first-time homebuyers through no interest loans, the mortgage credit certificate program, or other forms of assistance.
  RESPONSIBLE BODY: City Council, Redevelopment Agency
  FUNDING SOURCE: United States Department of Housing and Urban Development Section 8 funds, Home Investment Partnership (HOME) funds, and Tri-City Housing Finance Agency.
  SCHEDULE: Ongoing.

- ACTION: The City of Norwalk shall develop an information program to assist first-time homebuyers in learning about programs, both public and private, to aid their purchase of housing.
  RESPONSIBLE BODY: Community Development Department
  FUNDING SOURCE: General Fund, Community Development Block Grant
  SCHEDULE: July 1996

• POLICY: Protect existing sources of low to moderate income housing.

- ACTION: Consider creating mobile home zone designation for mobile home and mobile home park use.
  RESPONSIBLE BODY: City Council, Planning Commission
  FUNDING SOURCE: General Fund
  SCHEDULE: January 1997

- ACTION: Assist community housing development organization to acquire "at-risk" affordable housing developments.
  RESPONSIBLE BODY: City Council, Redevelopment Agency, City Housing Authority
  FUNDING SOURCE: Redevelopment Set-Aside funds
  SCHEDULE: January 1997

• POLICY: Participate in development of new low to moderate income housing opportunities.

- ACTION: Use Redevelopment Set-Aside funds for development of low to moderate income housing, resulting in approximately 200 new housing units.
  RESPONSIBLE BODY: City Council, Redevelopment Agency
  FUNDING SOURCE: Redevelopment Set-Aside funds
  SCHEDULE: Ongoing

- ACTION: Assist with the development and operation of Community Housing Development Organizations, which are housing dedicated non-profit organizations, to eventually enter into a joint venture to produce affordable housing units.
  RESPONSIBLE BODY: City Council
  FUNDING SOURCE: Home Investment Partnership (HOME) funds
  SCHEDULE: Ongoing

- ACTION: Consider the issuance of multi-family mortgage revenue bonds and other tax exempt mortgage revenue programs to assist and expand the availability of housing for lower income residents.
  RESPONSIBLE BODY: City Council
  FUNDING SOURCE: Home Investment Partnership (HOME) funds
  SCHEDULE: Ongoing

• POLICY: Promote fair housing practices within the community.

- ACTION: Provide opportunities to respond to and mediate fair housing complaints, through organizations such as Fair

Housing Foundation of Long Beach.
RESPONSIBLE BODY: City Council, Consumer-Rental Mediation Board
FUNDING SOURCE: General Fund, Community Development Block Grant funds
SCHEDULE: On going

- POLICY: Provide proper regulatory framework to encourage development of housing for special needs groups.

  - ACTION: The City will consider modification of parking requirements for affordable housing developments on larger parcels of land, if an adequate amount of parking is provided, and adequate security and storage are provided elsewhere.
    RESPONSIBLE BODY: City Council, Planning Commission, Design Review Board.
    FUNDING SOURCE: General Fund
    SCHEDULE: January 1997

  - ACTION: The City will streamline development applications for affordable housing projects.
    RESPONSIBLE BODY: City Council, Planning Commission
    FUNDING SOURCE: General

Fund
SCHEDULE: July 1996

- ACTION: Consider preparation of Zoning Ordinance regulation, to require that a minimum number of dwelling units be provided as three (3) bedroom units or more, to relieve future problems with overcrowding.
  RESPONSIBLE BODY: City Council, Planning Commission
  FUNDING SOURCE: General Fund
  SCHEDULE: January 1997

- ACTION: Adopt Density Bonus Ordinance, consistent with the provisions of State law and other provisions of the General Plan.
  RESPONSIBLE BODY: City Council, Planning Commission
  FUNDING SOURCE: General Fund
  SCHEDULE: January 1997

- ACTION: Assist development of affordable housing developments by adjusting or modifying development standards, or setting alternative standards, where a desirable living environment will still be created.
  RESPONSIBLE BODY: City Council, Planning Commission, Design Review Board

FUNDING SOURCE: General Fund
SCHEDULE: Ongoing

- ACTION: Reduction of development fees for affordable housing projects will be considered with review of planning and zoning fees.
RESPONSIBLE BODY: City Council
FUNDING SOURCE: General Fund
SCHEDULE: July 1996

- ACTION: The City will continue to permit homeless shelters to be applied for and reviewed through the unclassified use process, whereby reasonably located shelters will be considered.
RESPONSIBLE BODY: City Council, Planning Commission
FUNDING SOURCE: General Fund
SCHEDULE: Ongoing

GOAL 3: Quality Housing to Ensure That All Persons Are Provided with Decent and Safe Living Environments

a. OBJECTIVE: Rehabilitate 475-600 housing units between 1995 and 2000.

- POLICY: Encourage rehabilitation of existing housing units through financing

and subsidization.

- ACTION: Provide low interest, or zero interest deferred payment loans for repairs, rehabilitation, and elimination of overcrowded conditions for single-family dwellings.
  RESPONSIBLE BODY: City Council
  FUNDING SOURCE: Community Development Block Grant funds
  SCHEDULE: Ongoing

- ACTION: Provide low interest, or zero interest deferred payment loans for repairs, rehabilitation, and elimination of overcrowded conditions for multiple-family dwellings.
  RESPONSIBLE BODY: City Council
  FUNDING SOURCE: Community Development Block Grant funds
  SCHEDULE: Ongoing

- ACTION: Provide grants and/or rebates for repairs and rehabilitation of mobile homes and single and multiple family dwellings.
  RESPONSIBLE BODY: City Council
  FUNDING SOURCE:

Community Development Block Grant funds
SCHEDULE: Ongoing

- ACTION: Provide grants to low income elderly and disabled/handicapped homeowners for essential repairs and improvements.
RESPONSIBLE BODY: City Council
FUNDING SOURCE: Community Development Block Grant funds
SCHEDULE: Ongoing

- POLICY: Encourage rehabilitation of existing renter-occupied housing units through financing and subsidization.

  - ACTION: Consider requiring a minimum number of bedrooms for new housing developments to alleviate overcrowding.
RESPONSIBLE BODY: City Council, Planning Commission.
FUNDING SOURCE: General Fund
SCHEDULE: January 1997

b. OBJECTIVE: All new anticipated development between 1995-2000, will be developed with appropriate development standards.

- POLICY: Reasonable Zoning Ordinance regulations and conditions of approval

shall be implemented to enhance neighborhood development.

- ACTION: Ensure that adequate buffering is provided between land uses, consistent with the goals and objectives of the Land Use and Noise Elements, through development review and Zoning Ordinance regulations.
  RESPONSIBLE BODY: City Council, Planning Commission, and Design Review Board
  FUNDING SOURCE: General Fund
  SCHEDULE: Ongoing

- ACTION: Continue to require repair of public right of way improvements with development projects in accordance with goals and objectives of the Circulation and Utility Infrastructure.
  RESPONSIBLE BODY: City Council, Planning Commission, and Design Review Board
  FUNDING SOURCE: General Fund
  SCHEDULE: Ongoing

D. Conservation

1. Goals and Opportunities

The Conservation Element of the General Plan is intended to provide for the conservation, development and utilization of natural resources such as water, rivers, soils, wildlife, etc. The Conservation Element overlaps provisions found in the Open Space, Land Use, Safety, Circulation and Utility Elements of the General Plan. It differs, however, from other elements in that it is almost exclusively oriented toward natural resources.

The City of Norwalk is a completely urbanized community, with limited natural resources. Still, there are existing resources which must be conserved. The following goals have been established to guide future conservation decisions:

- To protect natural resources from contamination.
- To provide adequate mitigation to ensure that development or any land use activity will not be harmful to the environment.

2. Natural Resources[1]

The City of Norwalk is located within a 6,600 square mile coastal plain, bounded by the Pacific Ocean to the southwest and mountains around the rest of its perimeter, situated in a semi-permanent high pressure

[1]Information provided by Environmental Science Associates.

zone of the eastern Pacific, resulting in sea breezes with light average wind speeds.

Wind speed and direction is monitored in the City of La Habra, where winds blow from the west to the southwest about 36 percent of the time with mean wind speeds of 4.1 to 5.1 miles per hour (mph). Winds blow from the east-northeast about 31 percent of the time, with mean wind speeds of 1.8 to 2.3 mph. Southerly winds with mean wind speeds between 3.2 and 5.2 mph blow about 17 percent of the time. Northerly winds with mean wind speeds between 1.6 and 2.6 mph blow about 5 percent of the time. The average annual ambient air temperature in the Los Angeles region is 65 degrees farenheit. Ninety percent of the annual rainfall occurs from November to April. In downtown Los Angeles, average annual rainfall is about 14.9 inches, with a maximum of 31.3 inches and a minimum of 4.1 inches measured over an 83 year period.

Though urbanized in nature, the City of Norwalk still retains natural resources that must be preserved, including earth, air, water, and plant and animal life.

- *Earth* - Due to the flat topography, the City is not affected by avalanches, rockfalls, or landslides. The principal concern with regard to earth resources is soil contamination. By complying and supporting federal and state regulations with regard to soil contamination and clean up, Norwalk's earth resources can be preserved and improved.

  One known area of soil contamination is the Federal Defense Fuel Supply Point located on

the corner of Norwalk Boulevard and Excelsior Drive. The tank farm, which was constructed in the 1920's, and later taken over by the military in the 1950's, can store over 30 million gallons of highly volatile jet propulsion fuel in 12 above-ground storage tanks. The fuel can be piped underground from San Pedro Harbor to military bases in Southern California, Nevada, and Arizona. A portion of the land has also been leased to Santa Fe Pacific Pipeline Partners, Inc., a firm that specializes in the transport of fuel via pipelines.

Contamination at the site was first identified in the mid-1980's. Test results indicate that contaminants have been found up to 500 feet south of the facility. The Defense Department has provided test results that indicate that the tank farm does not pose an immediate health hazard, since carcinogens (cancer causing agents) are in areas too shallow to contaminate groundwater supplies, and too deep to affect residents. The clay layers below contaminated aquifers protect the drinking water aquifers, which are much deeper. The geology of the area changes near the City of Norwalk's northern boundary, however. The protective clay and silt layers become inconsistent, providing opportunities for contaminants to enter the drinking water aquifers.

In response to extensive efforts by citizens, Congressman Esteban Torres, and the City of Norwalk, the Defense Department and Santa Fe Pacific Pipeline Partners have commenced soil remediation activities including: drilling of

wells to extract toxics from the soil and water; retrofitting of fuel storage tanks for earthquake safety; construction of leak prevention systems; relocation of tanker truck operations outside of Norwalk; and termination of fuel storage in five storage tanks.

A Restoration Advisory Board (RAB), comprised of residents, property owners and business owners in Norwalk, has been formed to monitor remediation activities. The City of Norwalk will continue to press for complete remediation of on and off-site contamination and eventual removal of the fuel storage tanks, in consideration of the surrounding residential neighborhood[2].

- *Air-* The air quality within Los Angeles County has been recognized as very poor. Emission sources include industries, power plants, motor vehicle traffic, and electrical power and natural gas consumption. Through support of regulations of the South Coast Air Quality Management District, improvement of traffic conditions within the community, encouragement of pedestrian and alternative modes of transportation, the air quality within the region can be improved.

- *Water-* The City produces a number of typical urban pollutants including oil, grease, rubber, metals, and hydrocarbons washed from paved surfaces, and herbicides, pesticides, and

[2]Source: Defense Fuel Supply Point Information Packet prepared by the City of Norwalk.

fertilizer in landscaped areas. Water well sites, maintained by the various water companies, should be maintained in healthful conditions, and sources of ground water contamination should be properly controlled and eliminated. Approximately 98% of the City's water supply is provided by wells.

In addition to general water quality concerns, the San Gabriel River Flood Control Channel, which runs along the western boundary of the City of Norwalk, also serves as a water resource. The river is no longer in a natural state, but has been lined with concrete and is now part of the regional flood control system. The channel is maintained by the County of Los Angeles Flood Control District.

To protect waterways such as the San Gabriel River, in 1972 the Clean Water Act was amended to provide that the discharge of pollutants to waters of the United States from any point source was unlawful unless the discharge was in compliance with a National Pollutant Discharge Elimination System (NPDES) Permit. This permit is enforced by the California Regional Water Quality Control Board.

In addition to the San Gabriel River, any contamination of ground water sources by industrial or similar uses, including underground tank storage should be addressed through proper federal or state regulations.

- ***Plant and Animal Life*** - No unique, rare, or

endangered plant, animals, or other species have been spotted within the City of Norwalk. Typical animal species known to inhabit intensely urbanized areas include mammals, such as squirrels, rabbits, mice, gophers, rats, and domestic cats and dogs. Bird species may include American crow, black raven, scrub jay, house finch, morning dove, northern mockingbird, and European starling.

3. Objectives and Policies

Objectives

- To encourage efforts to reduce pollution.
- To encourage efforts to clean up contaminated earth, air, and water resources.

Policies

- Cooperate with Federal, State and regional agencies in efforts to reduce pollution.
- Prohibit discharge of pollutants in to the San Gabriel River Flood Control Channel.
- Promote public awareness of water pollution and means of prevention.
- Encourage recreational uses along the San Gabriel River Flood Control Channel.
- Implement provisions of the State of California Environmental Quality Act.

- Support efforts to close the Defense Fuel Supply.

- Encourage the use of alternative energy sources, such as solar power.

- Encourage the use of drought-tolerant plant materials in compliance with the State of California Water Conservation in Landscaping Act.

- Minimize the amount of paved surfaces in new development to reduce the "urban heat island" effect, where temperatures in urban areas are increased due to reflection of heat.

4. **Implementation Programs**

- Establish programs to discourage waste disposal in City storm drain systems.

- Develop a public awareness program regarding storm water pollution.

- Inform developers of projects about possible need for an NPDES Permit.

- Cooperate with the County of Los Angeles in promoting development of biking, hiking and equestrian trails along the San Gabriel River Flood Control Channel.

E. Open Space

1. Goals and Opportunities

During the last five decades, the City of Norwalk has been transformed from a predominantly agricultural area into a highly urbanized environment where few areas exist in a natural state. "Open-space land" is defined in State Planning and Zoning Law as any parcel or area of land or water which is essentially unimproved and devoted to:

- Preservation of natural resources, including plant and animal life habitats.
- Managed production of resources, such as ground water recharge basins and agricultural land.
- Outdoor recreation, including parks, areas of outstanding scenic or historic value, and links

between major recreation and open space reservations, such as utility easements, banks of rivers and streams, and trails.

- Public safety, such as unstable soil areas, flood plains, and high fire risk areas.

Open space in Norwalk principally involves public parks, schools and developed greenbelts. It is essential that these open space areas be preserved and enhanced to continue to serve the citizens of Norwalk. The following goals have been established to guide management of open space resources:

- To ensure that open space land for recreation purposes is provided in adequate quantities and within reasonable proximity to meet the needs of the citizens of Norwalk.

- To establish comprehensive recreational programs to meet the broad needs and interests of Norwalk residents.

- To ensure the planned development of the City's recreational facilities.

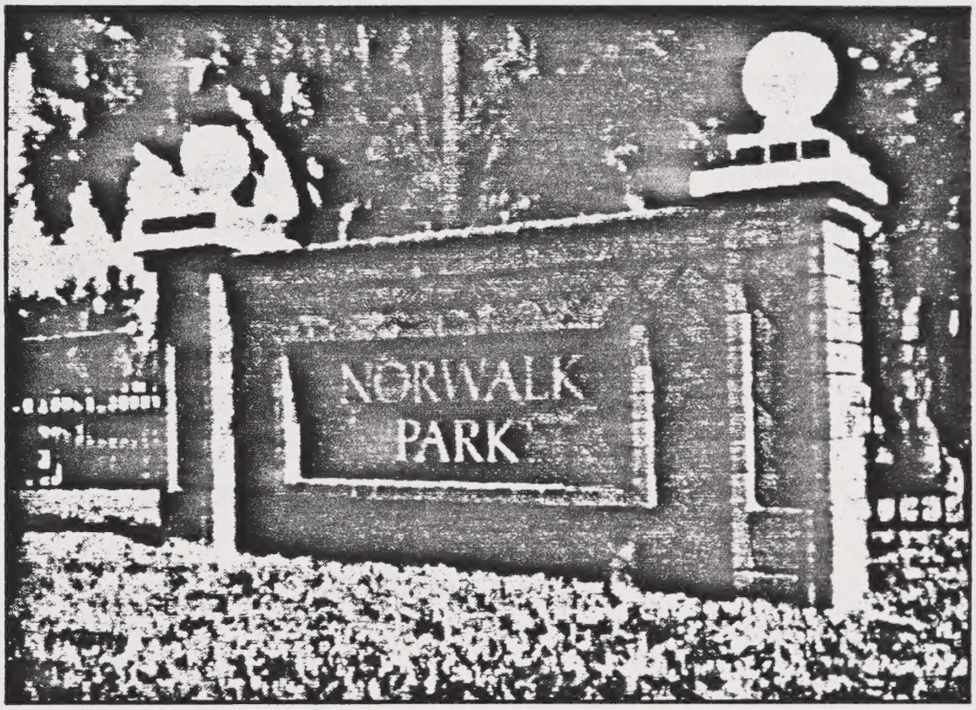
- To establish financing mechanisms to fund City parks and recreational facilities.

2. Existing Open Space Resources

Existing open space resources include: parks, schools, the San Gabriel River Channel, the streetscape and private and group open space on residential developments.

a. Parks

Although the development of gardens had occurred throughout history, the first planned city park was not developed until Frederick Law Olmstead teamed with Calvert Vaux to design Central Park in New York City. The theory behind the original park movement rested upon the belief that the majority of urban dwellers could not escape to the countryside to enjoy the natural landscape.



The City of Norwalk contains fifteen public parks ranging in size from 0.66 acres to 20.0 acres. The parks encompass approximately 129 acres in total. The City's parks have been divided into four categories based upon size, facilities offered and area served. The City Land Use Map shows the location of Norwalk's parks.

Small-Parks (less than 3 acres): These parks are often designed to serve specific population groups such as Seniors and young children. They generally contain swings, slides, tot play areas, benches and open spaces. Small parks are often created in higher density neighborhoods where less on-site open space is available. Norwalk has four small parks:

- Glazier Park
- New River Park
- Glazier Park Greenbelt
- Orr Park

Medium Size Parks (3 to 15 acres): Ranging in size from 3 to 15 acres, these parks are often located adjacent to a school. Ideally, the medium size park provides space for outdoor and indoor recreation and can accommodate children from five to fourteen years of age and family groups. Areas for preschool children are also included. Norwalk has seven medium size parks:

- Gerdes Park
- Bob White Park
- Hermosillo Park
- Vista Verde Park
- Zimmerman Park
- Ramona Park
- Lakeside Park

Large Parks (15 acres or larger): Parks greater than 15 acres in area attract both young people and adults, and provide outdoor and indoor facilities to accommodate a wide range

of recreational interests. Such parks can include fields and courts for various sports, a swimming pool, community center, picnic areas, and play areas. Norwalk has two large parks and one golf facility:

- Norwalk Park
- Holifield Park
- Norwalk Golf Course (9-hole)

Regional Parks: Regional Parks are generally greater than 50 acres. They attract regional users from as far as an hour's driving time away. Norwalk does not have a regional-serving park. However, Norwalk resident's have access to many regional recreational facilities, including an 18-hole golf course. The nearest regional parks are:

- Cerritos Community Regional County Park
- La Mirada Community Regional County Park
- La Mirada County Golf Course.

b. Schools

Schools can supplement existing parks by providing additional recreational space. Norwalk maintains recreational facilities on several school sites. Many times school facilities are conveniently located next to park facilities. The total acreage devoted to school facilities in Norwalk is approximately 400 acres.

c. San Gabriel River Channel

Located along the western boundary of Norwalk, the San Gabriel River Channel offers biking, horseback riding and hiking trails. The San Gabriel River Channel is under the jurisdiction of the Los Angeles County Department of Parks and Recreation.

d. ***Streetscape***

While not intended for specific recreational purposes, the streetscape, including sidewalks, landscaping, street furniture, lighting and signage, provides an open space environment for the use of residents, visitors, shoppers and employees. The streetscape in Norwalk varies significantly throughout the City. Some streets, such as San Antonio Drive and Bloomfield Avenue, have established landscaped medians, while other streets have minimal landscaping. A consistent approach to streetscape can help define commercial and residential districts, create distinctive entries and pedestrian areas, and in general enhance the public open space in Norwalk.

e. ***Private and Group Open Space***

Since access to leisure is an important component of a decent and desirable living environment, private open space, and group open space for multiple-family developments should also be provided on each residential lot. Where possible, the provision of outdoor seating areas, plazas, and other amenities for office and commercial development can create pleasing environments, which will increase the

desirability of these public spaces. These open space areas should be usable, both in terms of size and location.

3. Open Space Needs

The City's goal is to provide not less than 1 acre of usable public recreational open space per 1,000 persons. With approximately 129 acres of City-owned parkland, and an estimated population of 97,959 in 1995, the City provides 1.32 acres of parkland per 1,000 persons. To maintain the City's park standard of 1 acre per 1,000 persons, the City's population could, theoretically, grow to a maximum of 129,000 persons, albeit there are other constraints to growth. Thus, with regard to recreational open space, existing recreational resources are ample to meet the projected population growth stated in the Housing Element.

Although a minimum standard of 1 acre per 1,000 persons should be maintained, the City should continue to seek reasonable opportunities to expand its park system and recreational opportunities to accommodate future growth and improve the overall living environment.

4. Objectives and Policies

The following objectives and policies are intended to guide future development and enhancement of open space resources:

a. Recreational Programs

Objective

- To provide programs and facilities to meet the varied needs of residents of the City of Norwalk, including the elderly and handicapped.

Policies

- Encourage development and maintenance of recreation programs which address the diverse needs of the various age and interest groups, including the elderly and disabled.

- Ensure that residents of Norwalk are given priority in participation in City-sponsored recreation programs, activities and leagues, and use of City facilities for such activities.

- Encourage development of facilities and programs for indoor and outdoor activities to meet unique neighborhood needs.

- Encourage the active involvement of all residents in the planning of recreation programs and facilities.

b. Park Design, Landscaping and Maintenance

Objective

- To provide parks and recreational facilities which are designed, landscaped and maintained to provide a high quality recreational experience.

Policies

- Ensure that new park and recreation facilities are designed to meet City standards.
- Update existing park facilities as appropriate to promote more efficient use of parklands.
- Develop or upgrade park facilities to meet the American Disability Act (ADA) requirements.

c. Park Safety, Accessibility and Compatibility

Objective

- To provide parks that are accessible and safe for users and compatible with neighboring uses.

Policies

- Encourage the design of parks including activity buildings, outdoor facilities, people-gathering areas, lighting, parking areas, and other elements so that they do not adversely affect adjacent uses.
- Develop park facilities within convenient walking distance of residents.
- Encourage integration of parks and open space into new residential neighborhoods.

- Encourage parks which are located, oriented, and designed in such a way as to facilitate security, policing, and maintenance.

- Ensure the supervision of park activities and promote enforcement of codes restricting illegal activity.

- Develop or upgrade park facilities to meet the American Disability Act (ADA) requirements.

- Expand the permanent supply of usable recreational open space by obtaining new land area, or requiring new developments, such as residential subdivisions, to provide adequate on-site recreational facilities.

d. Financing

Objectives

- To provide means by which the costs of park and recreation facilities and programs are borne by those who benefit and contribute to additional demands.

- To ensure that the City has the funds to carry out needed improvements to existing facilities.

Policies

- Require that developers contribute to

provide parks and recreational facilities to off-set additional demands brought about by new development, including use of Quimby Act, Parkland, Park and Recreation Dedication and Fees.

- Encourage the development of recreation programs by non-City public and private sports organizations.

- Promote the provision of private open space and recreation facilities in large-scale residential developments in order to meet the open space and recreation needs that will be generated by the development.

- Encourage the inclusion of private outdoor and indoor recreation facilities in large commercial/industrial projects as a benefit for employees and as a means of reducing demand on public facilities.

- Promote the development of commercial recreational facilities which complement public parks, facilities, and programs.

e. Streetscape

Objectives

- To establish a quality public open space environment which enhances the overall identity of the City.

- To establish a consistent approach to

public streetscape, including sidewalks, landscaping, signage, furniture and lighting.

Policies

- Encourage development of a cohesive streetscape through the City.
- Encourage coordination between private development and public streetscape, including landscaping, signage and lighting.
- Encourage active community participation in developing design priorities and specifications.

f. Private and Group Open Space

Objectives

- To establish quality residential neighborhoods and commercial environments through the provision of adequate private and group open space.

Policies

- Usable private and group open space should be provided in adequate amounts and locations to meet the needs of all on-site users.
- Suitable amenities should be provided within private and group open space

areas to encourage their use.

5. Implementation Programs

a. Recreational Programs

- The City shall consider the establishment of cooperative agreements with the School Districts for the use of school facilities for City-sponsored recreation programs.

- The City shall work with the School Districts to explore opportunities to use closed school sites for recreational and cultural purposes.

- The City shall periodically survey community attitudes and preferences concerning recreational programs.

- The City shall establish a methodology for periodically surveying community attitudes and preferences for recreation facilities and programs, and shall compile statistics concerning use of recreation facilities and program participation.

- Amend the appropriate ordinances to reflect new park standards and requirements.

b. Park Design, Landscaping and Maintenance

- The City may prepare and adopt a Parks

Master Plan that establishes goals, policies, and standards for the location, size, and level of development of all existing and proposed parks. The master plan shall cover at least the succeeding 10-year period, with greater detail devoted to improvements planned for the first five-year period.

- The City shall replace existing landscaping where it is severely deteriorated.

- The City shall monitor, review and assess design, landscape development, and maintenance of parks, to ensure that design standards are met.

- Identify potential park sites by monitoring real estate activity in the City. When a site is made available on the market, the City should consider its appropriateness for use as a mini-park or if contiguous with existing parks, as an extension of that park based on:

  - Configuration and usability for parkland.
  - Costs of acquisition and improvements.
  - Availability of revenue.
  - Compatibility with adjacent uses.
  - Loss of housing units.
  - Significance of existing structures as architectural or historical resources .

- Site accessibility.

c. Park Safety, Accessibility and Compatibility

- The City shall coordinate park security between the Parks Department, Public Safety and Police Department to ensure that parks are adequately patrolled.

- The City shall consider re-designing and siting of existing public restrooms in parks to discourage illicit and illegal activities.

- The City shall restrict and control night-time park use so that adjacent residences are not adversely affected.

- The City shall plan park maintenance schedules, and watering at key times to directly discourage illicit activity from occurring in the park and recreational facilities.

- The City shall provide adequate illumination to promote nighttime security.

d. Financing

- The City shall regularly monitor county, state and federal programs for funding of parkland acquisition, development, and rehabilitation. The City shall actively pursue funding for which it is qualified.

- The City shall periodically review projected park development needs and plans, update cost estimates for park acquisition and development, and remaining development potential based on the General Plan. Based on this review, the City shall adjust the park development fee schedule as necessary.

- The City may prepare, adopt, and periodically update a long-term Major Projects Financing Plan, including parks, which identifies:

  - Service standards.
  - Specific project descriptions, including cost estimates.
  - Schedule of improvements.
  - Financing responsibility, including techniques to be employed.

- The City may adopt and implement an official park acquisition program to meet current and future needs; including direct input for capital budgeting purposes and periodic reviews of changing growth rates and General Plan policies.

- The City shall establish a formal mechanism by which gifts and dedications of parks and open space may be accepted.

- The City shall consider the sale of bonds

as a means of generating funds for park and recreation services.

- The City shall consider financing through the Mello-Roos Community Facilities Act.

- The City shall develop a program to encourage private contributions to recreational programs vis-a-vis the Chamber of Commerce, and other local business associations.

e. Streetscape

- The City may develop a Master Plan for landscaping public right-of-ways which defines types and spacing of trees. The plan shall recognize the need to distinguish between neighborhoods, identify commercial areas, promote views of storefronts, and emphasize key intersections and entry points.

- Require all new developments to install street trees in accordance with the streetscape Master Plan.

- The City shall establish consistent design standards for public lighting and signage. The standards shall consider appearance, security, pedestrian activity, and compatibility with adjacent uses.

- The City shall survey existing sidewalks and prepare a plan for repairing broken

sidewalks and replacing sidewalks in certain commercial areas with distinctive, safe materials such as textured concrete or brick to enhance the pedestrian environment.

- The City shall develop a program to systematically replace lighting and signage or landscaping which does not meet City design standards.

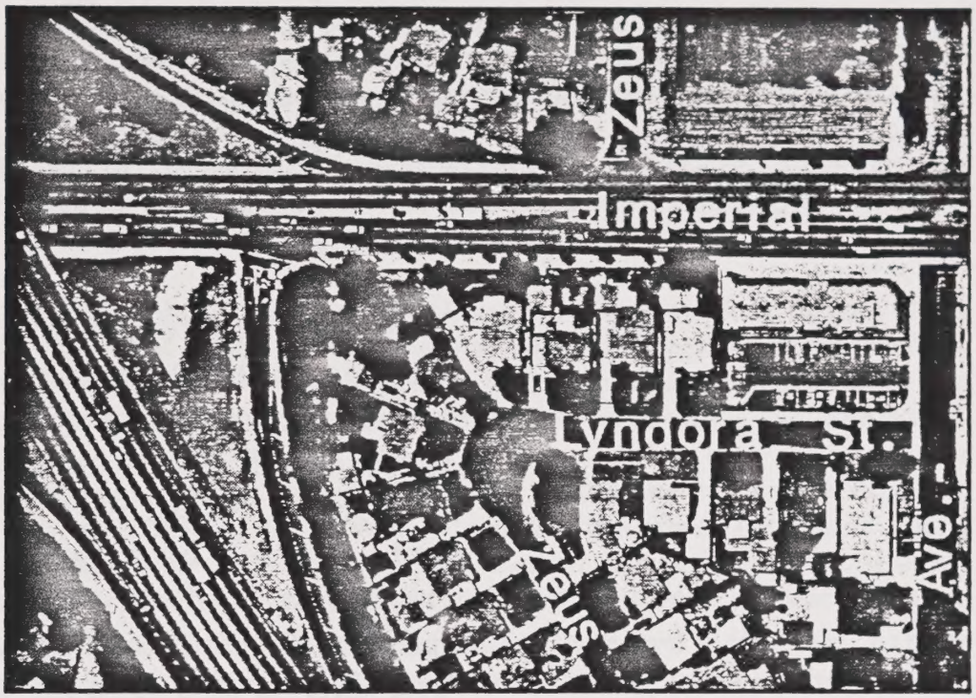
- The City shall establish a Capital Improvements Program to provide for phasing and financing of streetscape improvements. This program could include the implementation of development fees, assessment districts, community facilities districts, or other mechanisms.

- Develop a method by which business and community participation is encouraged in developing and implementing streetscape design.

f. Private and Group Open Space

- Zoning Ordinance provisions should be reviewed to determine if adequate open space is being provided for new developments, land use entitlements, or other modifications.

F. Noise



1. Goals and Opportunities

The noise element of a general plan provides information on current noise levels in the City. This information is used to identify the most suitable locations for various land uses, especially those uses that are most sensitive to noise impacts. In addition, the Noise Element provides the basis for the enforcement of noise associated codes and standards protecting the health and well being of the persons living in Norwalk.

The purpose of the Noise Element is to accomplish the following general goals through policies and implementation measures:

- To ensure that all areas of the City are free from excessive noise.

- To reduce the number of people exposed to excessive noise and minimize the future effect of noise in the City.

- To ensure that land uses are compatible with existing and future noise levels.

2. Existing Conditions

Noise is generated by numerous sources. For the purpose of this Noise Element, the City recognized two major categories of noise sources, mobile and stationary. The main noise generators within the City of Norwalk consist of vehicular traffic along the I-5 and I-605 Freeways, major highways and thoroughfares, the Atchison Topeka and Santa Fe Railroad line and the Southern Pacific Railroad line. The City is also exposed to noise emanating from industrial and commercial activities, construction work, and human activities. Diagrams are provided in Section 6 which show the existing and future noise contours in Norwalk.

HOW NOISE IS MEASURED

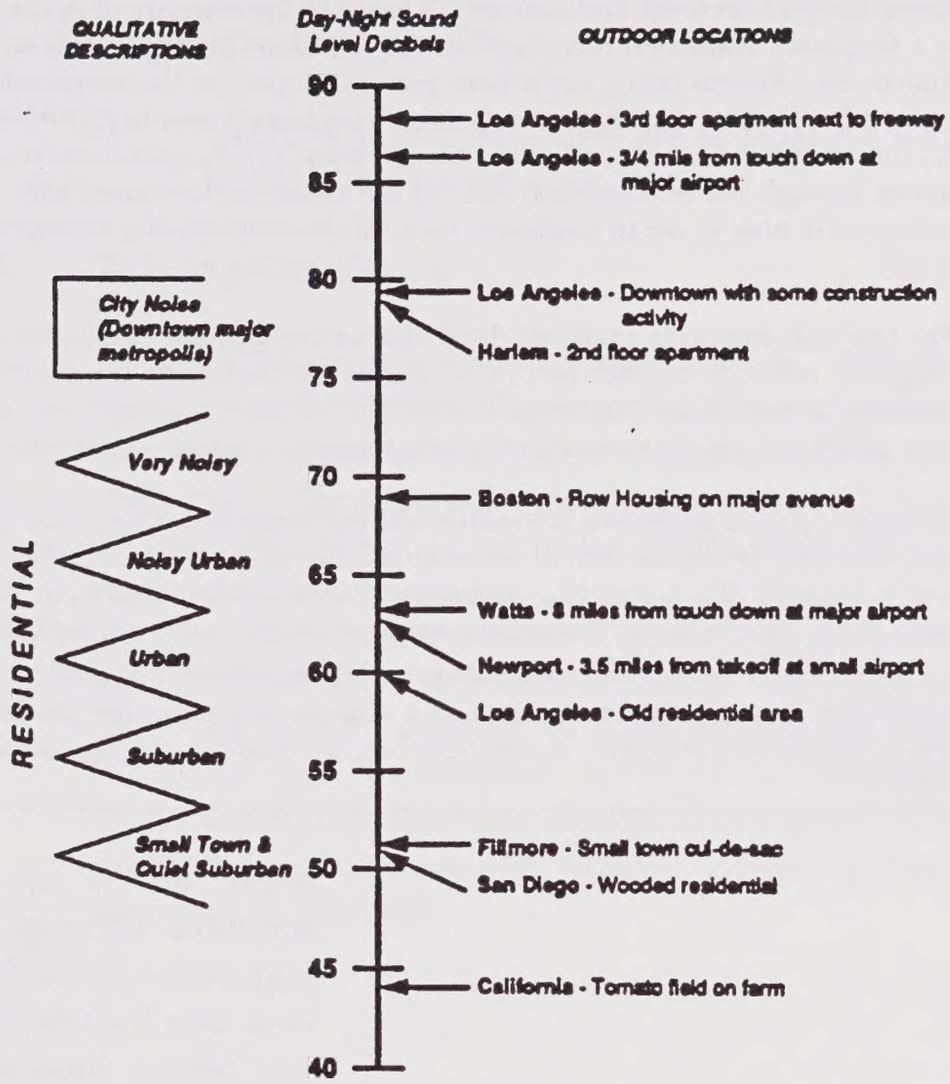
Community Noise levels are measured in terms of the A-weighted decibel, abbreviated dBA. A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Several rating scales have been developed for the measurement of community noise. These account for: (1) the parameters of noise that have been shown to contribute to the effects of noise on man, (2) the variety of noises found in the environment, (3) the variations in noise levels that occur as a person moves through the environment, and (4) the variations associated with the time of day. A predominant rating scale now in use in California for land use compatibility assessment is the Day-Night Noise Level (Ldn).

The Ldn scale represents a time weighted 24-hour average noise level based on the A-weighted decibel. Time weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. Nighttime (10:00 P.M. to 7:00 A.M.) period noises are penalized by 10 dBA. This time period and penalty was selected to reflect peoples' increased sensitivity to noise during this time period.

To account for the persistence of loudness and variations over time, noise measurements are often expressed by a statistical descriptor such as an exceedance level, L_x, where "x" refers to the percentage of time a noise level is exceeded. L_{10}, L_{50}, and L_{90} are frequently used to describe peak, median, and background noise levels, respectively. In addition to describing noise levels in terms of an exceedance level, noise analysis can utilize a scale of measurement, expressed in terms of dBA, called the equivalent noise level (Leq). The Leq noise level takes into account fluctuations in a noise level over a given period of time based on the acoustical energy content of that sound. A one-hour Leq, for example, averages total noise energy over that period of time.

Noise affects all types of land uses and activities, although some are more sensitive to high noise levels than others. Noise sensitive land uses include residences, convalescent and rest homes, hospitals, libraries, churches, and schools.

RANGE OF TYPICAL OUTDOOR NOISE ENVIRONMENTS EXPRESSED IN TERMS OF DAY-NIGHT SOUND LEVEL (L_{dn}), dB



Source: Guidelines for the Preparation and Content of the Noise Element of the General Plan prepared by the California Department of Health Services.

a. Mobile Noise Sources

Mobile noise sources include vehicular noise from commercial and passenger vehicles and railroad noise.

- **Vehicular Noise** - The Circulation Element identifies the existing average daily traffic flows. The highest traffic volumes occur on the I-605, I-105, I-91, and the I-5 Freeways and major roadways such as Alondra Boulevard, Rosecrans Avenue, Imperial Highway, Firestone Boulevard, Carmenita Road, Bloomfield Avenue, Pioneer Boulevard, San Antonio Drive, Norwalk Boulevard - north of the I-5 Freeway, and Studebaker Road. Future development resulting in increased traffic will have an impact on noise volumes.

- **Railroad Noise** - The Atchison Topeka and Santa Fe Railroad, which runs along Norwalk's eastern boundary, operates freight trains, Amtrak commercial passenger trains, and Metrolink commuter trains.

  The Southern Pacific Transportation Company Railroad, which runs diagonally through Norwalk parallel to the south side of Firestone Boulevard, operates freight trains. This rail line impacts several residential neighborhoods along its length.

c. *Stationary Noise Sources*

Stationary noise sources are also a cause of noise impact and annoyance. The City contains relatively few sources of stationary noise. The only areas where concentration of

noise may be experienced are in the commercial centers and industrial areas. The primary noise associated with commercial centers is attributed to mobile noise sources, such as automobile and truck traffic. Due to the design of the centers and the associated roadway and parking locations, shopping generated vehicles do not greatly impact the adjacent residential areas.

The types of industrial uses characteristically locating in Norwalk include research and development, light industry, wholesale, and warehouse facilities. Heavy machinery type industries have not located in the City. Therefore, the noise generation is primarily associated with transportation activities. Industrial centers are typically located adjacent to arterial and secondary streets with easy access to freeways, resulting in minimal effects on residential areas.

Other stationary noise sources that should be considered include but are not limited to air conditioning or compressor units, or soil remediation equipments. Though smaller in size, this type of equipment can also create noise impacts.

4. Land Use Compatibility

Noise compatibility standards establish an acceptable limit for noise exposure for various land uses with in the City. New buildings and developments, not including modifications or additions to existing structures, should be reviewed to determine if the project lies in one of the following noise classifications:

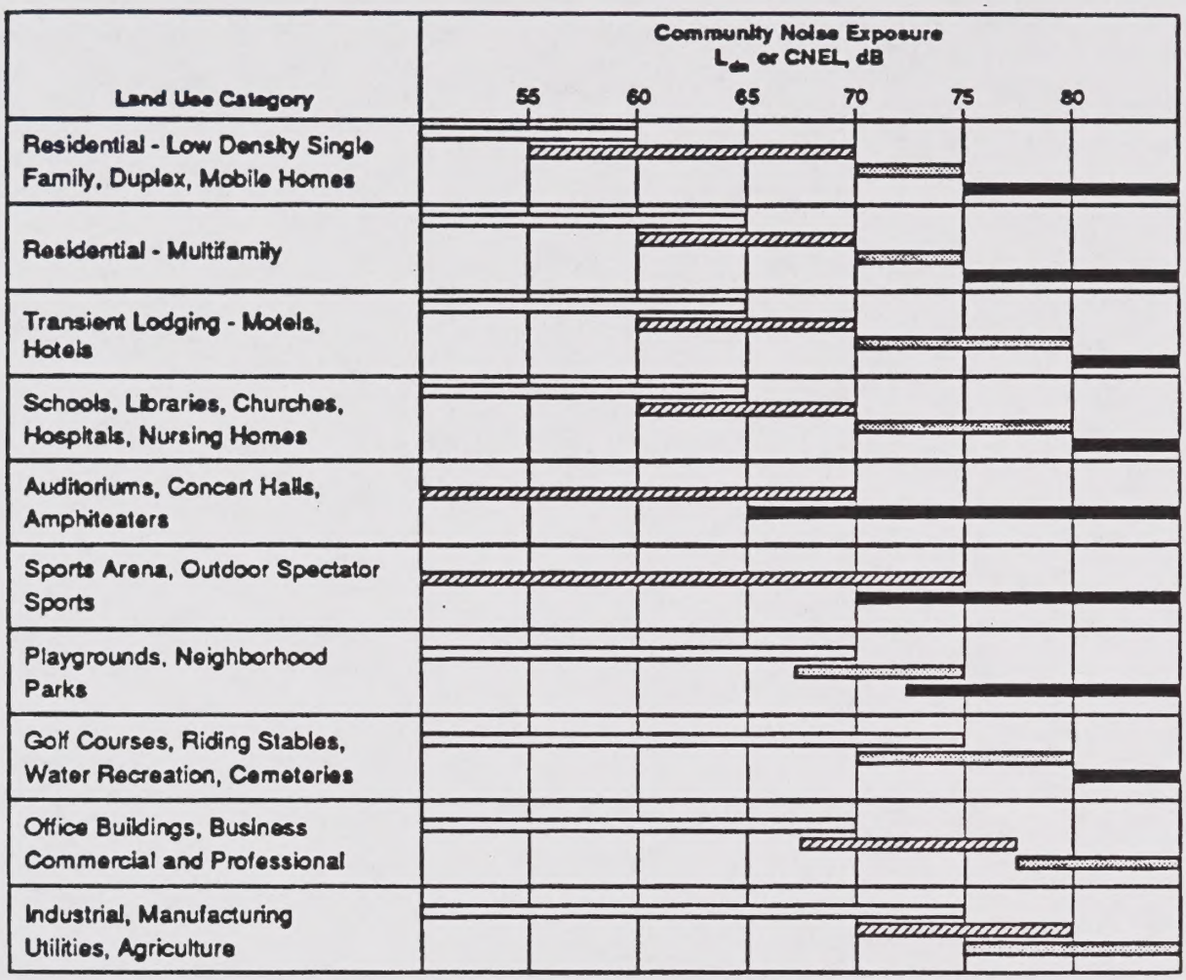
- *Clearly Acceptable* - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

- *Normally Acceptable* - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

- *Normally Unacceptable* - New consruction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

- *Clearly Unacceptable* - New development should generally not be undertaken. If the proposed development is intended for storage or other uses where persons will not be exposed to excessive noise levels, and a detailed analysis provides for adequate noise insulation features, the new development or construction may occur.

Using the future noise contour map in Section 6, the worst case scenario noise levels should be identified. After identifying the proposed location, land use, and CNEL level, the following table should be referred to:



Legend:

Clearly Acceptable
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Normally Acceptable
New construction or development should be undertaken only where a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insultaion features included in the design.

Clearly Unacceptable
New construction or development should generally not be undertaken.

Considerations in Determination of Noise-Compatible Land Use

a. Suitable Interior Environments
One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no grater than 45 dB CNEL of L_{dn}. This requirement, coupled with the measured of calculated noise reduction performance of the type of structure under construction, should govern the minimum acceptable distance to a noise source.

b. Acceptable Outdoor Environments
Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

Source: Guidelines for the Preparation and Content of the Noise Element of the General Plan prepared by the California Department of Health Services.

When using the table, the stricter noise classification shall apply. In addition to any acoustical analysis that may be performed, the State of California Noise Insulation Standards require that interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. Any new development must conform with this standard, and all other requirements of the State of California Noise Insulation Standards.

5. Objectives and Policies

Objectives

- To have noise levels in all areas of the City meet the minimum standards of land use compatibility established in the Noise Element, especially adjacent to noise sensitive uses.

- To promote the reduction of noise impacts from existing transportation to a level of compatibility with adjoining land uses.

Policies

- Encourage compliance with state and federal legislation designed to abate and control noise pollution.

- Existing noise sources that exceed the appropriate maximum standard shall be encouraged to reduce their noise level to at least the land use compatibility standards of the noise element.

- Discourage truck traffic from using local residential streets.

- Encourage the use of acoustical materials in a new residential and community development where noise levels exceed the compatibility standards of the Noise Element.

- Encourage railroads to institute noise reduction techniques to reduce impacts on adjoining land uses.

- Encourage the California Department of Transportation (Caltrans) to continue programs which lead to the reduction of noise levels on I-5, I-605, I-105, and the I-91.

- Ensure that proposed noise sources are reduced below a level of significance and properly muffled to prevent noise impacts on neighboring properties.

5. Implementation Programs

- Require noise study reports to be prepared for new projects that are not clearly compatible with the future noise level at the site, and identify measures necessary to reduce noise levels to meet the City standard.

- Implement the mitigation measures identified by noise study reports through imposing appropriate conditions of approval on development proposals and Building Permits.

- Update the highway/railroad noise contour

maps concurrently with future updates of the Circulation Element.

- Establish a priority system for erecting sound walls along freeway routes, and encourage the construction of sound walls by the California Department of Transportation pursuant to Section 215.5 of the California Streets and Highways Code.

- Encourage or require new development to provide for adequate sound barriers from railroad noise.

- Condition discretionary actions for projects adjacent to any property designated, developed, or occupied by noise sensitive land uses. Developer may be required to submit a construction noise mitigation plan to the City Engineer for review and approval prior to the issuance of a grading or building permit. The plan must show how the noise from construction would be mitigated, through the use of such methods as:

  - Time of operation
  - Temporary noise attenuation fences
  - Location of construction equipment
  - Use of current technology and noise suppression equipment

- Revise noise related zoning regulations to be consistent with the Noise Element.

- Continue to include in the City's codes, restrictions on the hours of operation of

construction equipment, site maintenance equipment (leaf blowers, power mowers, etc.), trash collection, and truck deliveries.

- Disseminate to the public and developers information regarding City noise regulations and programs, the adverse effects of high noise levels, and means of mitigating such levels.

- The City will act to reduce noise levels by making noise levels of equipment a consideration when making purchases.

G. Safety

1. Goals and Opportunities

Responding successfully to natural and man made emergencies requires analysis of existing hazards and planning. In addition to addressing geologic hazards, the Safety Element addresses other natural and urban safety issues. The following goals have been established to improve public safety within the City of Norwalk:

- To reduce the City's loss of life, injury, and economic, social and environmental losses.
- To implement an effective and successful emergency preparedness plan that will minimize loss of life, injury, economic and

social dislocation.

- To ensure the availability and effective response of emergency services.

2. Natural Hazards

a. Seismic Hazards

Geological hazards in the Norwalk area are essentially limited to those caused by earthquakes. The major cause of damage from earthquakes results from violent shaking. Three major earthquakes and numerous minor earthquakes have affected the Norwalk area in the last 178 years. Major earthquakes include the Southern California quake of 1812; the Long Beach earthquake of 1933, and the Whittier Narrows earthquake of 1987. The City of Norwalk is within 7 miles to two active or potentially active faults that have the potential for producing earthquakes. Violent shaking would cover not only the area immediately adjacent to the earthquake epicenter but also areas for many miles in all directions.

Since Norwalk is susceptible to a catastrophic earthquake, the City should consider the associated risks. There are two types of risk associated with seismic hazards: unacceptable and tolerable. Unacceptable risk encompass conditions that can not be tolerated and toward which government actions and programs should focus. Tolerable risks is assigned to perceived threats that pose some danger but are tolerable

until programs and resources are available for their abatement. Tolerable levels are achieved by complying with County, State and Federal Safety standards and policies.

Strong Ground Shaking - Earthquakes are caused by violent and abrupt releases of strain built up along faults. The most damaging earthquakes are associated with rupture across very large surface of pre-existing faults.

A sudden slip along all or part of a fault surface within the earth's crust releases elastic strain energy that has accumulated within nearby rocks and radiates that energy in the form of earthquake waves. Vibrational waves are propagated large distances away from the fault. As they pass though an area, they produce the shaking effects that are the predominant cause of earthquake damage. The severity of ground shaking at any point depends upon the size of the quake, the distance to the ruptured part of the fault plane and the local geologic condition that either amplify or attenuate the earthquake waves.

Faulting - A fault is a fracture within the earth's crust along which significant movement has occurred rather suddenly during earthquakes or slowly. Because different faults can lie dormant for different lengths of time before they slip again, there is no universally applicable time span for evaluating fault activity. Both historical and geologic evidence suggests that some faults may remain dormant for hundreds to thousands of years between

major displacements.

When a slip along a fault plane extends to the Earth's surface the effects can have profound significance for buildings, pipelines and other structures that straddle across the fault trace. These effects include rupture and offset of the land surface, local warping and lifting of the ground near the fault trace. These ground deformations can damage or even destroy buildings.

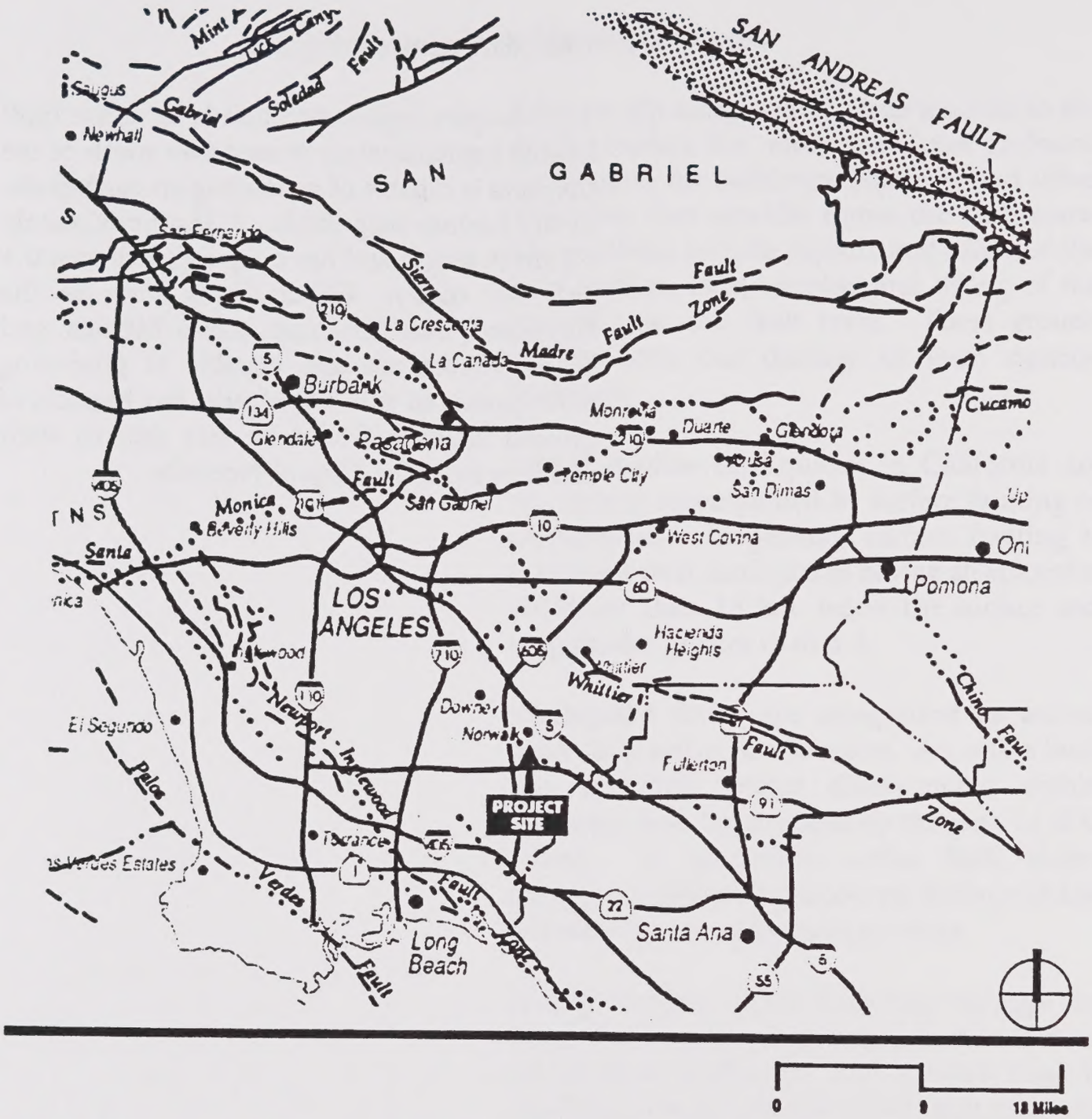
Large, shallow earthquakes in California are commonly accompanied by surface faulting or deformation. In general, surface faulting is associated with earthquakes having an epicenter shallower than 15 km. below the surface and magnitudes greater than 5.5.

Earthquake faults are categorized as active, potentially active, and inactive. An active fault has exhibited surface displacement within Holocene time (approximately the past 11,000 years). A potentially active fault shows evidence of surface displacement during the last 2 million years, or Quaternary time.

One potentially active fault runs through the City of Norwalk and an active fault is located within close proximity. The Norwalk Fault is classified as a potentially active fault and runs through the southeastern region of the City . It is at least 14 km long and is considered to have a very low probability of producing severe earthquakes due to its lack of seismic activity. The fault is noted as the possible source of the

1929 damaging earthquake.

The Newport Inglewood Fault is an active fault located approximately seven miles south of the City and is capable of producing an earthquake of 6.5 Richter magnitude. It is approximately 43 km in length and has a slip rate between 0.1 and 6.0 mm/yr. Other faults such as the Raymond, San Fernando, Santa Monica, and Sierra Madre are also capable of producing earthquakes of this magnitude, but impacts of ground shaking would be less due to their distance from the City of Norwalk.



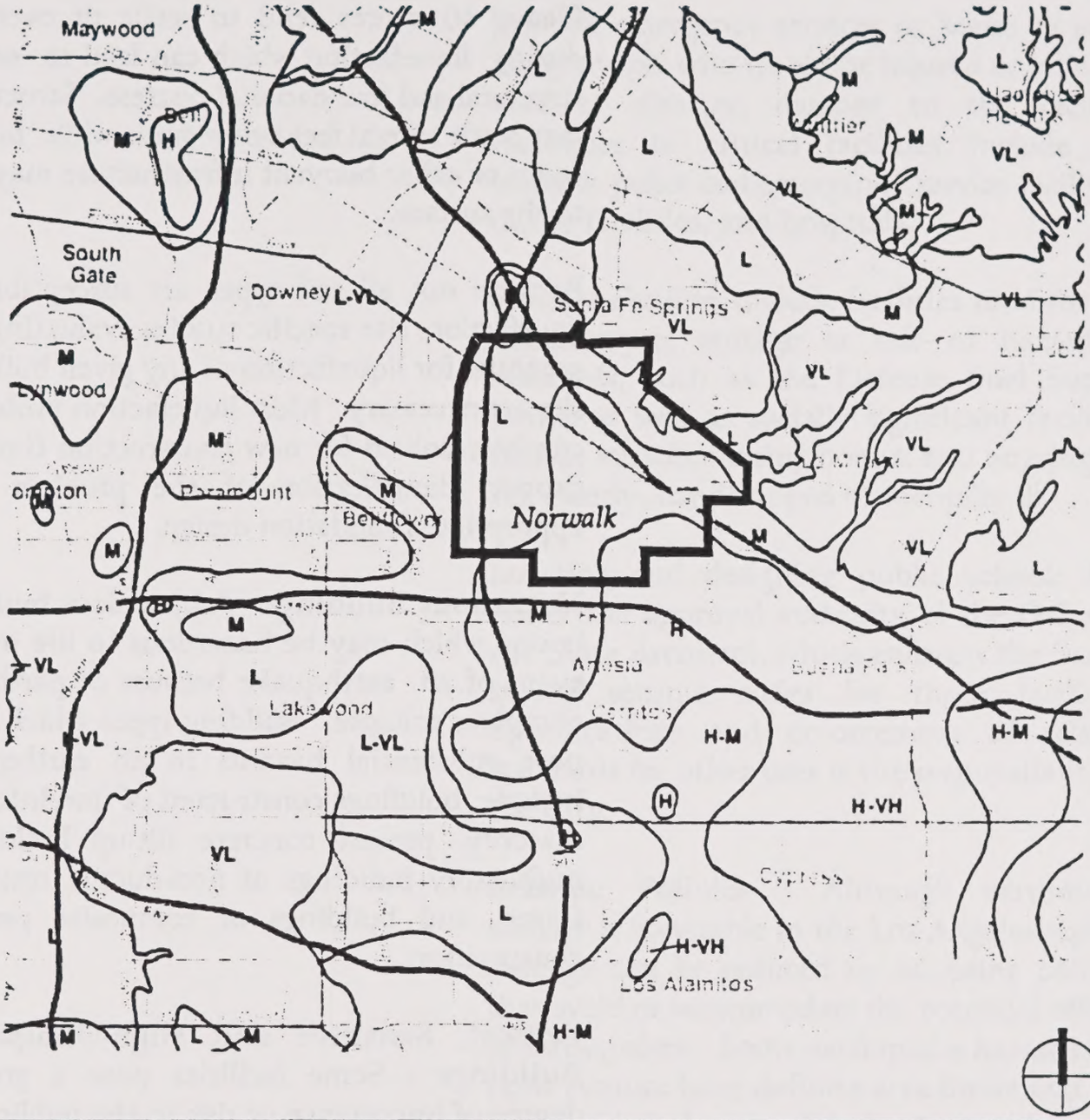
Map of Faults in Vicinity of Norwalk

Liquefaction - When an earthquake produces

repeated pulses of strong ground motion, liquefaction can occur in an area of high ground water and loose, granular sediments. As the ground shakes, granule sediment becomes saturated as the water is forced to the surface, and transforms from a solid to a liquid. Although the City of Norwalk is located in an area of low to moderate relative liquefaction, ground failure due to liquefaction could be a potential hazard for buildings, utilities, and other facilities in the southeastern region of the City.

There are four types of ground failure associated with liquefaction: lateral spread; flow failure; ground oscillation, and loss of bearing strength. Lateral spread occurs on gentle slopes ranging from 0.3 - 3 degrees and can be tens of meters wide. Ground oscillation takes place at depth and if the slopes are too gentle to permit lateral displacement. Following liquefaction at depth, overlying soil blocks that have not liquefied may decouple from one another and oscillate on the liquefied substrate. The resulting ground movement often resembles a traveling ground wave. Overlying structures and subgrade facilities commonly sustain damage through this mode of ground failure. Flow failure is the most catastrophic mode of ground failure that results from liquefaction. It usually occurs in areas with slopes greater than 3 degrees. It commonly displaces soil masses by tens of meters and can displace material at velocities of 10 kms. per hour. Loss of bearing strength can occur under a structure where the soil loses strength and liquefies. Large

deformations can then occur within the soil mass and allow buildings to tip. The depth of ground water can change over seasons and over the span of several years; therefore, longer-term data on ground water levels is needed for a more accurate perspective on liquefaction potential in the City of Norwalk.



LEGEND

VH	Very High	L	Low
H	High	VL	Very Low
M	Moderate	VL*	Bedrock Areas

0 1 2 4 Miles

Heavy structures tend to settle or overturn during liquefaction which can lead to severe structural and foundational distress. Structures may settle several feet below grade while buried tanks or other buoyant infrastructure may rise to the surface.

Because not all soil types are susceptible to liquefaction, site specific studies evaluating the potential for liquefaction at any given building site are necessary. Most liquefaction problems can be resolved for new construction through proper identification of the problem and appropriate foundation design.

Hazardous Buildings - A hazardous building is one which may be hazardous to life in the event of an earthquake because of partial or complete collapse. Building types which may pose substantial hazards in an earthquake include: buildings constructed of unreinforced masonry, precast concrete tilt-up buildings, multi-story buildings of non-ductile concrete frame, and buildings of composite precast construction.

Critical, Sensitive and High-Occupancy Buildings - Some facilities pose a greater degree of importance or risk to the public and may warrant special standards for a variety of reasons. Two general categories of facilities pertinent to City of Norwalk are distinguished for policy purposes:

Critical Facilities are those facilities which either

provide emergency services or house or serve many people who would be injured or killed in case of disaster, damage to the facility. Examples of critical facilities include fire stations, police and emergency service facilities, utility facilities, and hospitals.

Sensitive Facilities include facilities used for the manufacture, storage or sale of hazardous materials, such as the Defense Fuel Supply Point, as well as socially significant facilities such as schools, nursing homes, and housing for the elderly, handicapped or mentally ill.

Locating and designing public schools falls under the approval authority of the Office of the State Architect, which enforces the States' strong seismic codes for those facilities. Specifications and enforcement of seismic standards for other uses is the responsibility of the City.

Seismic Policies - Although earthquake damage is inevitable in the Los Angeles region, damage can be reduced by adopting policies that avoid or accommodate the potential effects of earthquakes. Some earthquake hazards like fault rupture have definite area limits and can be avoided by careful land-use planning. Attempts should also be made to design and build structures that will accommodate distortion and minimize the possibility of life-threatening ground failures. Whatever strategy is selected, various levels of government, private groups, corporations, and quasi-public organizations can play important roles in

reducing seismic hazards and damage.

Land Use development based on sound information about earthquake hazards and implemented over an extended period of time can be among the most effective means for saving lives and minimizing disruptions in case of an earthquake. Proper land use planning would include provisions for the best possible location, density and arrangement of land use.

The City's policies and programs for seismic safety are designed to reduce death, injuries, damage to property and economic and social dislocation that could result from earthquakes and related geologic hazards, as well as to enhance the preparedness of City agencies and the community in general to survive, respond to, and recover from a major earthquake.

Effective implementation of seismic policies requires a continuing awareness and expanding knowledge of the seismic hazards affecting the City; strong enforceable seismic standards for the siting, design and review of proposed development; and progressive City-wide programs for disaster preparedness and recovery planning.

Site-specific investigation of geologic and soil conditions are the primary means of hazard evaluation and an important basis for effective mitigation through the planning and design of individual development projects. Data collection for an individual development site does not necessarily provide a complete picture

of the geologic hazards affecting the site. A broader data base of geologic and soils information, derived from a variety of development and excavation projects, would provide consultants and reviewers with a broader perspective and significant insights on potential development hazards.

b. Other Natural Hazards

Due to the flat topography of the area, the City of Norwalk is not affected by avalanches, rockfalls or landslides. Given its inland location, the potential for tsunamis and seiches in the City of Norwalk is extremely low.

The City of Norwalk is classified as a Zone C flood region according to the Flood Insurance Rate map (FIRM) for the County of Los Angeles. Zone C classification indicates that the City is located in an area susceptible to a flood occurrence within a 500 year period.

The City is located downstream from the Whittier Narrows Dam. As indicated on Plates 1 and 2 of the Whittier Narrows Dam Emergency Plan Inundation Map, prepared by the U.S. Army Engineer District, Los Angeles, Corps of Engineers, the majority of the City, including all property west of Norwalk Boulevard, would be subject to inundation due to dam failure. The northern boundary of the City of Norwalk is approximately 6.97 miles from the Whittier Narrows Dam. Assuming complete failure of the dam, and peak capacity at the time of failure, the City of Norwalk

would be affected within 6 hours, while peak inundation would occur within approximately 19.25 hours. Water levels could approach between 4-6 feet in depth above ground level. In preparing the Multi-Hazard Functional Plan, the City should consider this hazard before siting emergency shelters after seismic activity.

3. Man Made and Urban Hazards

a. Fire

The County of Los Angeles Fire Department provides fire protection services to the City of Norwalk. There are two fire stations located within the City. The Fire Department reviews certain development and subdivision plans to ensure that preventive fire measures and adequate Fire Department access can be provided.

b. Other urban hazards

Crime is also an urban hazard that must be considered, since it directly affects the safety of residents. Crime prevention and other police activities are performed by the County of Los Angeles Sherrif's Department. In addition, the City of Norwalk Public Safety Department provides community services related to crime. To ensure that crime issues are adequately addressed, the County of Los Angeles Sherrif's Department should be consulted for their comment and suggestion regarding development or other land use applications. Public Safety will continue to provide safety

related services.

4. Emergency Preparedness

The County of Los Angeles Fire and Sherrif's Department are prepared to respond to the day-to-day urban hazards.

The City should continue to evaluate its ability to respond to natural hazards, in concert with the State of California Office of Emergency Services, and other agencies. Comprehensive plans for dealing with the effects of large earthquakes are particularly important because such events are different from other disasters in that they are infrequent, usually unexpected and potentially catastrophic.

Effective implementation of seismic policies for dealing with the effects of large earthquakes will help reduce the magnitude of damage in the event of an earthquakes but a variety of damage should still be anticipated. Effective response to a disaster or to a warning of disaster is essential to life saving and the reduction of subsequent property damage and social dislocation.

The emergency response capabilities of the City are geared primarily to non-disaster incidents, and police and fire capabilities could be overwhelmed in a large disaster.

In a major earthquake, mutual aid sources in adjacent jurisdictions are likely to be fully committed to their own needs, and there may be substantial delays in the request and transport of assistance from more distant locations. Access to and egress from the city is likely

to be inhibited by earthquake damage and related congestion and accidents.

Effective disaster preparedness will require the concerted efforts of city agencies, residents and the business community. Not only must effective plans and procedures be in effect, but those plans should be tested and improved through frequent disaster exercises. To ensure an organized response to a natural or urban hazard, the City should prepare a multi-hazard functional plan.

Planning for Post-Disaster Recovery

Ultimately, the potential for post-earthquake survival in the City of Norwalk will depend not only on the effectiveness of hazard mitigation and disaster response programs, but also on how quickly and how well the city is rebuilt after a major earthquake. With preplanning, effective programs and options for rapid reconstruction, Norwalk would be able to coherently and efficiently begin to restore itself immediately after an earthquake.

3. Objectives and Policies

a. Safety from Natural and Man Made Hazards

Objective

- To avoid unnecessary exposure to hazards and continue operation of critical facilities after an emergency.

Policies

- Adopt and maintain high standards for seismic performance of buildings through prompt adoption and careful enforcement of appropriate building codes for seismic design.

- Establish mitigation of earthquake hazards as a high priority for City programs both before and after an earthquake.

- Consider seismic requirements when determining the location and design of critical, sensitive and high-occupancy facilities.

- Encourage preservation and sensitive re-use of historic buildings that need strengthening for protection from seismic hazards in a manner that does not endanger public safety.

- New development and other land use entitlements should be reviewed by emergency response agencies to ensure that public safety can be adequately provided.

b. Emergency Preparedness and Post-Disaster Recovery

Objective

- To prepare the City for effective response to catastrophes.

Policies

- Maintain and revise a multi-hazard functional plan to serve as the comprehensive emergency operation plan.

- Ensure that emergency preparedness is the mutual responsibility of City agencies, residents and the business community.

- Continue support of mutual assistance between the City and other governmental agencies and municipalities.

- Promote increased awareness of seismic and other public safety problems and programs.

- Promote and develop community and workplace self-help and disaster relief groups to improve effectiveness of local emergency response, light search and rescue, and emergency medical care.

- Promote improved cooperation with non profit and private sector emergency response organizations.

- Support Federal and State legislation to develop an adequate earthquake insurance program that includes mitigation measures.

4. Implementation Programs

a. Safety from Natural and Man Made Hazards

- Continually review and strengthen codes and ordinances dealing with hazardous housing, building conditions and fire safety.

- Develop a mechanism for the removal or rehabilitation of hazardous or substandard structures which may be expected to collapse in the event of an earthquake including, but not limited to unreinforced masonry buildings.

- Require geotechnical evaluation, prior to site development in seismically hazardous areas as mandated by State law.

- Develop standards and restrictions such as limits on allowable land uses, density standards, and subdivision design policies for sites subject to seismically induced liquefaction or soil compaction.

- Consult the County of Los Angeles Sheriff's Department and Fire Department or any other emergency response agency during review of development projects or land use entitlement applications.

- Continue to provide safety related services through the City of Norwalk

Department of Public Safety.

b. Emergency Preparedness and Post-Disaster Recovery

- Develop programs and procedures for immediate disaster relief, shelter, and preliminary reconstruction.

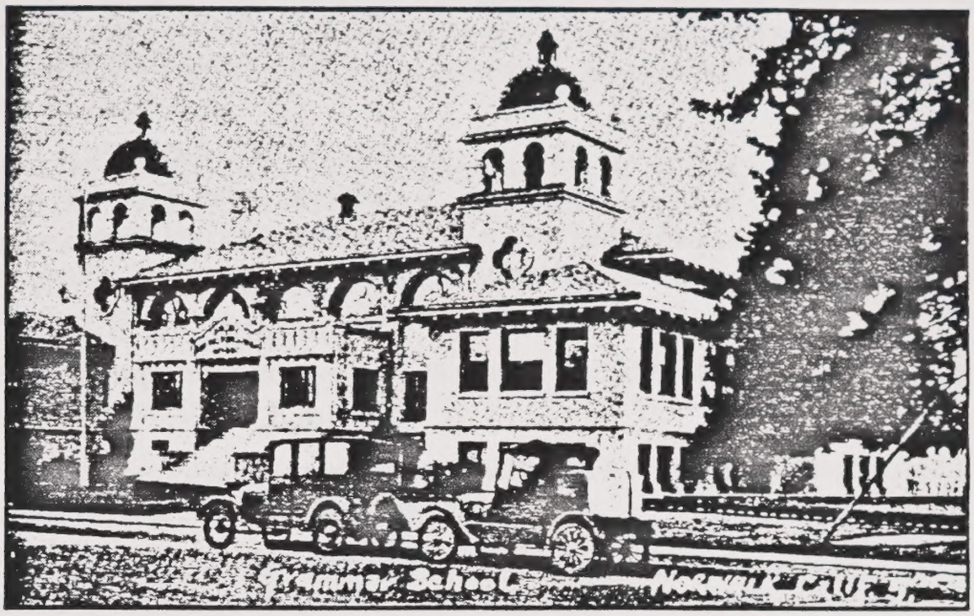
- Develop programs, options, and procedures to promote rapid short-term reconstruction of the City following an earthquake.

- Develop a contingency plan for long-term reconstruction activities in areas potentially subject to significant damage.

- Provide and publicize psychological relief offered by appropriate agencies (or private practices) following strong seismic event.

- Identify alternative sources of financing of damage and reconstruction.

H. Community Design



1. Goals and Opportunities

Since most people receive their first impressions and, ultimately, establish their permanent perceptions of Norwalk based on the visual environment, the appearance of the City is a critical concern. Furthermore, many persons will base economic and social decisions upon their judgement of the City's physical condition. Therefore, the community's preservation, and attainment of a greater future are, in part, dependent upon the ability of the City to create an appealing visual setting.

The purpose of the Community Design Element is not to prescribe specific changes to the visual environment, nor establish particular guidelines. Instead, the intent is twofold. First, through the Community Design Element, the City of Norwalk establishes that urban design, architecture, and the

overall appearance of the City and its parts are concerns that necessitate planning and action. In essence, form will not be ignored in pursuit of a perfectly functioning community.

Second, this element is intended to discuss, in a broad context, the various issues related to residential, commercial, industrial, and public facility and right-of-way design, hence, the elements of a well designed community. At the end, a community design plan, with goals, policies, and implementation measures, is provided.

It should be noted that this element focuses on design issues related to the form of physical development, rather than the functional design, which is the scope of the other General Plan elements. Though the table below does not include all of the design concerns from the various elements, it does elicit some of the functional design issues that should be considered:

SAMPLING OF FUNCTIONAL DESIGN ISSUES IN GENERAL PLAN

Element	Design Issues
Land Use	Site plans and building appearance must take into account adjacent land uses. Where different land uses, such as commercial and residential, are adjacent, the site design should provide adequate buffering.
Circulation	To encourage adequate circulation, new development should be designed to support pedestrian and public transit activity, as well as alternative modes of transportation. Attractive internal sidewalks within a development, and pedestrian passageways from the public sidewalk, for example, are methods of linking a development to a larger transportation system.
Utility Infrastructure	Every development requires the use of utilities, which should be placed out of public view, to the extent possible.
Housing	Floor plans should be adequate to meet the needs of all household sizes, and should provide for a safe and decent living environment.
Educational and Cultural Resources	Historical buildings should be preserved; new development should not detract from the historical character established by a historic landmark and, instead, should allow the historical site to serve as the primary design focus and element of a neighborhood.
Open Space	Recreational space should be provided within a development that will be private and usable.
Noise	Noise sources should be minimized and shielded to the greatest extent possible.
Safety	Security can be facilitated through the creation of "defensible spaces", and can be facilitated through adequate lighting.
Conservation	Unique natural features should be preserved on a site and protected through design.

Again, each element contains its own complete range of goals, objectives, policies, and implementation measures. Thus, the interrelatedness of elements becomes apparent and, likewise, the fact that good community design results from a synthesis of function and form becomes apparent. Notwithstanding the importance of functional design, the City of Norwalk also expresses its concern for the pure form of development. In this light, the elements of community design are discussed below. The City's commitment to design is exemplified by the following

goal:

- The City of Norwalk will be recognized as a place of visual order and exceptional quality in design.

2. Community Design Issues

Good community design applies on the small scale, to the design of a building or a specific site, and can be exploded to apply on the grand scale, to boulevards, neighborhoods, or the entire city. The treatment of contrast is the primary design concern. As it applies to all art forms, whether it is architecture, painting, sculpture, or music, contrast creates focus and, therefore, should be used delicately. Otherwise, the community could evolve into a place of visual disarray. Contrast can be used effectively, however, to create focus on those aspects of the community which should be highlighted, and, when minimized, to create harmony amongst those areas of the community which should share a common link. The following is intended to identify general design issues related to residential, commercial, industrial, and public facility and right-of-way design.

a. Residential Design

Residential uses occupy the greatest proportion of land area in the City and, therefore, have a tremendous effect on the visual character of the community. Furthermore, residents develop their attitudes of the community based, in large part, on what they see and experience within their own general surroundings. Since the City of Norwalk is a "built-out" community, new residential development will take the form of

infill construction. Many contextual problems can be created through infill construction, whether the project involves development of new, or rehabilitation of older, single and multiple-family dwelling units. The following issues should be considered:

- Development should reflect the prevailing *architectural style*. In the same sense that a "square box" would not fit into the fabric of a neighborhood with rich architectural details, a heavily articulated building would not fit into the fabric of a modest neighborhood. For this reason, it is important that new development retain some form of compatibility or link to past development. Attributes such as roof lines, building and landscape materials and textures, and colors should be considered.

- New buildings should be similar in *scale and massing* to neighboring development. A grandiose mansion will, despite a similar architectural style, dwarf a smaller, ranch style home and, therefore, may be inappropriate for such a setting. Like architectural style, the size and shape of new development should be visually linked to its surroundings.

- Even if a building is compatible with the dominant architectural style and scale, the *building orientation* can substantially affect the degree of harmony that is established with neighboring

development. Excessive variations in building setback, for example, can appear turgid and disorderly. An apartment building in the middle of the block that is situated close to the street will contrast sharply with the spacious front lawns of other single-family homes.

In short, building exteriors and landscape design should be compatible with existing development, reflecting the dominant architectural features of the neighborhood. Though a development does not have to duplicate the surrounding neighborhood, it should include the best and most prominent visual attributes. The introduction of new, highly contrasting elements should be carefully considered, and used only when focus is desired.

b. Commercial Design

Though not constituting the majority of land area, commercial developments, by nature of their needs, tend to occupy the most visible locations within the community, along major boulevards and prominent corners. Thus, they provide a tremendous visual impression on persons shopping or employed within the City, and those passing through. Design issues related to commercial development, including buildings, landscape treatment, and signage, share many of the same issues as residential development, especially as related to *architectural style, scale and massing*, and *building orientation*. Commercial developments, however, need to be visible and identifiable from the crowd of other businesses. Accordingly, the

balance between contrast and compatibility must be carefully evaluated. Some of the issues that are more particular to commercial development are as follows:

- **Neighborhood Commercial** - The Neighborhood Commercial areas are, essentially, components of the residential neighborhood and should, to a certain degree, share and support the design attributes of the adjacent residential area, especially since many neighborhood commercial properties abut residential districts.

- **Professional Office and General Commercial** - As the center of our livelihoods and the marketplace for our purchases and entertainment, the Professional Office and General Commercial land use designations are focal points for the community. To create an active and vibrant commercial environment, a pleasing visual environment must exist. While some commercial areas may be highway oriented, for quick stop and go purchases, other commercial areas may benefit more from the creation of a certain ambience or flavor that stimulates longer shopping sprees. Thus, each site must be carefully evaluated in context with how it will function with neighboring commercial development. If a development lies within an Area Plan or Opportunity and Special Site Study Area, even greater consideration must be

given for a project's consistency with an overall design scheme.

c. Industrial Design

Industrial developments are usually tucked away from the most visible areas of the City; however, there are a number of industrially designated properties which front major streets. Since most industrial uses include the use of heavy equipment or storage of materials, their placement and obscurement are an integral part of site design. Overall, industrial developments should be equally attentive to *architectural style, scale and massing*, and *building orientation* as residential and commercial developments.

d. Public Facility and Right-of-Way Design

Public facilities, such as parks and civic buildings, are often embedded within a residential, commercial, or industrial area and, thus, should follow the criteria for those respective districts. Together with public right-of-way design, however, the City is provided with an opportunity to visually link the various components of the community. In general, public facility and right-of-way design should also consider *architectural style, scale and massing*, and *building orientation*. However, some commonality could also be developed to distinguish public improvements. In doing so, the residential neighborhoods, commercial districts, and industrial areas will share a common visual bond, resulting in a cohesive community design. Some possibilities for establishing visual unity within the community

are listed below:

- *Landscaping* of public right-of-ways can be used to create a hierarchy of streets and to define neighborhoods and districts. Materials such as street trees, when the same species are used throughout and planted in regular intervals, are an effective way of creating visual order and beauty in the community, while positively contributing to the community's microclimate.

- *Street lights and Traffic Control Devices* can also be selectively used to define a neighborhood or district. Again, consistency with regard to style and placement will communicate a sense of order.

- *Pedestrian Amenities*, such as benches, trash receptacles, bicycle racks, and bollards, should also be selected to represent some sense of order, and should be compatible with other public right-of-way improvements such as street lights and signage. To avoid visual clutter, pedestrian amenities should be clustered together, including newspaper racks and public telephones.

- *Public Signage* should also impart orderliness with uniform size, type style, and graphic symbols.

- *Gateways* into the City, and into

neighborhoods and districts, should be designed to signify arrival and portray the unique qualities of that individual place. Portal treatments may include:

- Textured street paving
- Entryway monumentation
- Special landscaping treatments

It is apparent that there are many methods of establishing aesthetic continuity within the City. Conscious design decisions regarding public facilities and right-of-ways will certainly provide visual unity and order within the community. Although not public in nature, this section also applies to railroad right-of-way and other semi-public uses.

3. Community Design Plan

In light of the issues described throughout this Element, the City of Norwalk establishes its concern for the visual environment. The following policies and implementation measures should be implemented to preserve and improve the design of the community:

a. Policies

1. New residential, commercial, industrial, and public facility and right-of-way developments should be reviewed to determine consistency and compatibility with the surrounding neighborhood, district, and the overall community.

2. Rehabilitation of existing residential, commercial, industrial, and public

commercial, industrial, and public facility and right-of-way improvements should be reviewed for consistency and compatibility with the surrounding neighborhood, district, and the overall community.

3. Existing residential, commercial, industrial, and public facility and right-of-way improvements should be maintained to support a positive community image.

b. Implementation Measures

1. Property Maintenance and Building Rehabilitation Appeals Board, and the Property Maintenance division will ensure that existing properties are maintained.

2. Capital Improvements, including public right-of-way improvements, will be designed to define neighborhoods, districts, gateways, and a hierarchy of streets.

3. The Design Review Board will determine the compatibility of development with its surroundings.

4. Zoning regulations will be reviewed to determine if appropriate community design is being facilitated.

5. Where an area of particular concern exists, design guidelines may be adopted for a district, neighborhood, and/or for application on a Citywide basis.

I. Educational and Cultural Resources

1. Goals and Opportunities

Building a sense of belonging and identity within the community involves recognition of the unique cultural characteristics of the community. Through educational and cultural planning, exciting cultural places, celebrations, and activities can be developed, providing outlets for the creative and artistic visions of Norwalk residents. The cultural leaders and organizations within the community can work together to reveal the unique and dynamic identity of the City of Norwalk, providing leverage for positive growth and development.

Norwalk has over 100 years of community history dating from 1877 when the original tract map was

filed with the County of Los Angeles. Following the discovery of oil in what is now Santa Fe Springs, Norwalk rapidly grew into a prosperous suburb. In fact, between 1946 and 1956, Norwalk was one of the fastest growing communities in the United States. Norwalk achieved cityhood on August 26, 1957 and has continued to develop into a successful and culturally diverse community. Norwalk's many historical, educational and cultural resources not only provide a link to the past, but substantially enrich the quality of life today. The City's commitment to maintaining and expanding these resources is exemplified by the following goals:

- To maintain and enhance quality education.
- To provide a comprehensive approach to historic preservation and adaptive reuse of buildings.
- To maintain and enhance cultural facilities, programs, and services.
- To reveal the unique and dynamic cultural identities of Norwalk residents.

2. Existing Resources

The City of Norwalk offers an extensive array of educational and cultural resources. While these resources are discussed below, the General Plan Land Use Map, located in Section 6, shows the location of these resources.

a. Educational Resources

The following tables provide an indication of the educational characteristics of the residents within the community:

CITY OF NORWALK EDUCATION ATTAINMENT FOR PERSONS 18 YEARS AND OVER

Education Level Attained	Number of Persons 3 Years and Over	Percent of Total
Less than 9th Grade	9,832	14.86%
9th to 12th Grade, no diploma	13,774	20.82%
High School Graduate or equivalent	18,529	28.00%
Some college, no degree	13,566	20.50%
Associate degree	4,681	7.07%
Bachelor's degree	4,325	6.54%
Graduate or Professional degree	1,460	2.21%
TOTAL	66,170	100.00%

Source: 1990 Census

Also, the following table provides an indication of the school enrollment and type for persons 3 years and over:

CITY OF NORWALK SCHOOL ENROLLMENT AND TYPE OF SCHOOL FOR PERSONS 3 YEARS AND OVER

Type of School	Number of Persons 3 Years and Over	Percent of Total
Public Pre-Primary School	934	1.05%
Private Pre-Primary School	631	0.71%
Public Elementary or High School	17,657	19.77%
Private Elementary or High School	2,016	2.26%
Public College	5,892	6.60%
Private College	900	1.01%
Not Enrolled	61,298	68.62%
TOTAL	89,331	100.00%

Source: 1990 Census

Educational resources within the community include a Community College, Public School Districts, and Private Schools.

Community College - Cerritos College is located on Alondra Boulevard within the City boundaries. The College is part of the State Community College system and serves the cities of Artesia, Bellflower, Cerritos, Downey, Hawaiian Gardens, La Mirada, Lakewood, Norwalk. It offers a wide variety of academic and vocational courses, including two-year degree programs and coursework which are transferrable to the University of California and California State University systems.

Vocational education programs are particularly well utilized.

The College has a Community Services Department with general interest classes open to non-students. Theater productions are offered every two months throughout the year.

With an enrollment of 33,350 students in 1990, the student population is considered to be one of the most ethnically diverse in the state. Enrollment has been increasing slightly over the past five years and is expected to continue to grow. A new Multi-Cultural Studies building and new faculty building were constructed in 1991.

Public School Districts - Public school enrollment in elementary or high schools accounted for 66.32% of enrolled persons. Two school districts operate schools within the City of Norwalk: Norwalk-La Mirada Unified School District and Little Lake Unified School District.

The Norwalk-La Mirada Unified School District has twenty-one schools in its district accommodating a total of 10,611 elementary and high school students in 1991. Of these, Norwalk's two high schools, John Glenn and Norwalk, are both within this District. With an overall capacity of 11,900 students, the District's schools are 89 percent utilized.

Little Lake Unified School District has five elementary and one intermediate school in the

City of Norwalk. Given an overall capacity of 3,968 students and an enrollment of 2,645, these schools are 67 percent utilized.

A limited number of Norwalk students attend schools within the ABC Unified School District and the Whittier Union High School District, which are located outside of the City's boundaries.

Projected growth through 2010 in the City of Norwalk will result in an additional 4,320 students. With a combined capacity to accommodate an additional 3,612 students, the Norwalk-La Mirada Unified School District and the Little Lake Unified School District face a shortage of classroom space for 718 students. The Norwalk-La Mirada School District anticipates an increase in the number of teachers to accommodate this growth. Little Lake School District, however, anticipates a decrease in enrollment over the next five years. Adult School is also offered by the Norwalk-La Mirada Unified School District.

Private Schools - Approximately 9.44% of enrolled persons are enrolled in private elementary or high schools. There are a number of private elementary and high schools which serve the community, located both within City boundaries and outside. A listing of private elementary schools would include:

PRIVATE ELEMENTARY SCHOOL ENROLLMENT - 1994		
School	Persons Enrolled	Norwalk Residents Enrolled
Baptist Christian	179	82
Nazarene Christian	222	74
St. Pius X	346	15
Santa Fe Christian	223	36
Seventh Day Adventist	121	9
Creative Beginning	122	7
Our Lady of Fatima	325	25
St. Dominic Savio	292	28
Woodruff Christian	239	7
St. Mark's Episcopal	107	2
Grace Christian	70	24
St. Linus	330	180
Trinity Christian	220	77
St. John of God	355	287
Concordia Lutheran	89	4
Pioneer Baptist	75	30
St. Bernard's	245	10
Norwalk Christian	194	65

Source: 1994 Department of Finance Forms

b. Cultural Resources

The City of Norwalk is an extremely diverse community, with persons from various cultural backgrounds. The different languages spoken at home is an indication of this diversity:

CITY OF NORWALK LANGUAGE SPOKEN AT HOME:
PERSONS 5 YEARS AND OVER

Language	Persons	Percent of Total
English only	45,448	52.82%
Spanish or Spanish Creole	30,110	34.99%
Tagalog	2,656	3.09%
Korean	2,258	2.62%
Vietnamese	1,161	1.35%
Chinese	861	1.00%
Other Unspecified	706	0.82%
Indic	692	0.80%
Mon-Khmer	317	0.37%
Arabic	303	0.35%
Italian	207	0.24%
German	201	0.23%
Other Indo-European	199	0.23%
Japanese	188	0.22%
French or French Creole	153	0.18%
Other West Germanic	137	0.16%
Portugese or Portugese Creole	101	0.12%
Greek	95	0.11%
Polish	60	0.07%
South Slavic	59	0.07%
Native North American	42	0.05%
Russian	37	0.04%
Other Slavic	23	0.03%

CITY OF NORWALK LANGUAGE SPOKEN AT HOME: PERSONS 5 YEARS AND OVER		
Language	Persons	Percent of Total
Hungarian	18	0.02%
Yiddish	13	0.02%
Scandinavian	4	0.005%
TOTAL	86,049	100.00%

Source: 1990 Census

As indicated by the preceding table, the City of Norwalk is home for a wide array of cultures. Providing residents with an opportunity to explore the City of Norwalk's past, and other cultures, is an important part of the development of Norwalk's future.

Libraries - The County of Los Angeles' Regional Library in Norwalk is located on Imperial Highway in the Civic Center. It provides support services for twenty libraries in the region as well as direct library services for residents of Norwalk. The present 39,000 square foot facility was opened in 1969 and contains approximately 200,000 volumes. It has 23,171 registered borrowers and, in 1990, circulated 365,959 items. Its most heavily used services are the business reference collection, video collection and magazine collection. The library has a special collection for the social sciences (education, crime, sociology and ethnic history) and a government section containing state and federal documents. The library's audio-visual resources include videos, language records, compact discs, books on tape and audio

cassettes.

The library also offers outreach services in the form of a language learning center for adult literacy, a "books by mail" service and volunteer delivery program for shut-ins.

The County of Los Angeles also operates Alondra Library on East Alondra Boulevard. The 7,056 square foot facility was opened in 1972 and contains approximately 30,660 volumes. One full-time librarian and an assistant serve 50,349 registered borrowers. In 1990, 86,483 items were circulated. Its most heavily used services are the paperback book, video and children's picture book collections. Other special collections include books, videos, periodicals and audio cassettes in Spanish, Chinese and Vietnamese; compact discs and books on tape in English and Spanish; and children's audio cassettes in English and Spanish. The library serves seven local public schools and three private schools and provides special children's programs.

The major issue facing the libraries is budget impacts brought about by changes in State tax laws and increasing publishing costs nationwide.

Arts and Sports Complex - The recently completed Arts & Sports Complex located in Norwalk Park is an important sports and cultural facility serving all segments of the community. The handsomely designed Complex provides Norwalk residents with

numerous recreational and cultural outlets. Sports facilities, classrooms, exhibit rooms, and meeting rooms provide space for community meetings, recreation, and education in one centralized area.

Southeast Japanese Center - The Southeast Japanese Center offers classes to the public regarding various aspects of Japanese Culture.

Historic Resources - Historic Resources encompass a wide range of buildings, structures and places which illustrate the development of the Norwalk community and serve as tangible links to the past.

Respect for the work of past Norwalk generations encourages current investment in the community and instills pride by suggesting that today's work will be appreciated and long lasting. Added to these concepts is a growing awareness that the conservation, rehabilitation, or restoration of older buildings and neighborhoods can also mean savings in energy, time, and raw materials.

Some buildings listed as National, State, and Los Angeles County Historic Landmarks for their historic importance to the development of Norwalk include:

The Sproul Museum (1870)
12237 Sproul Street

Paddison Ranch Buildings (1878)
11951 Imperial Highway

The Darius David Johnston House (1891)
(Hargitt House)
12436 Mapledale Street

Front Street Buildings (late 1800's)
Front Street

3. Objectives and Policies

Objectives

- To provide quality education for Norwalk residents.
- To provide a broad range of educational and cultural opportunities for Norwalk residents.
- To encourage cultural and social diversity and the preservation of the cultural heritage of the City of Norwalk.
- To ensure that Norwalk residents are fully informed about the variety of educational and cultural opportunities available in the City.
- To encourage and promote civic pride, community awareness, and cultural diversity.

Policies

- Coordinate with the La Mirada-Norwalk Unified School District, Little Lake Unified School District, Whittier Union High School, and ABC Unified School District to ensure that quality educational services and facilities are provided for the children of Norwalk residents.

- Encourage Cerritos College and other local educational institutions to provide diverse continuing educational and vocational opportunities for residents of the City.

- Encourage use of public school facilities during non-school hours on a year-round basis.

- Encourage, when appropriate, school and recreational facilities to be located near one another.

- Encourage the Norwalk cable television station to advertise educational and cultural activities, programs and services available to Norwalk residents.

- Encourage educational and cultural programs which support community values and cultural diversity.

- Cooperate with the Los Angeles County Library system in the expansion of service to meet the needs of residents; such as book fairs, bookmobiles, and acquisition of additional multi-lingual and multi-cultural materials.

- Develop and maintain the appropriate environment to preserve historically or culturally important buildings, structures, sites, or neighborhoods.

- Foster public appreciation for the beauty and culture of the City and the accomplishments of its past reflected through its buildings, structures, sites, areas, neighborhoods and

ethnic diversity.

4. **Implementation Programs**

- Establish cooperative agreements with the school districts for the use of school facilities for City sponsored purposes.

- Enter into discussions with the various school districts in the City to explore the development and/or purchase of closed schools for active public facility use or as parks.

- Support programs which focus on the services of the Los Angeles County Public Library (Norwalk and Alondra) and the services they provide.

- Monitor cable television services in the City of Norwalk for their performance and activities and maintain a liaison between the cable company and the City.

- Continue live broadcast of City Council and Planning Commission meetings.

- Make taped broadcasts of City Council and Planning Commission meetings available to the public.

- Continue to publish the *Norwalk Now* bimonthly newsletter and continue to cover citywide issues and advertise educational and cultural programs available.

- Explore the possibility of making public

materials and information available through computer on-line services.

- Continue to advertise Citywide events in the Civic Center Marquis.

- Consider the use of two-way cable television systems which enable viewers to provide feedback to televised surveys and input on important issues.

- Sponsor City wide events which celebrates Norwalk's rich historic heritage and cultural/ethnic diversity.

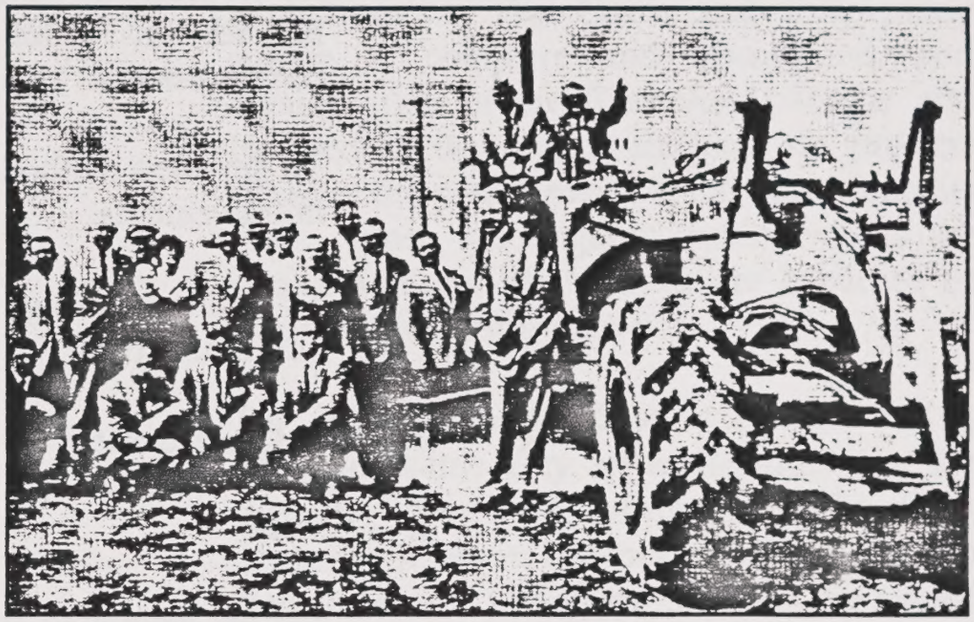
- Advise and, where feasible, support community groups which wish to sponsor educational and/or cultural programs and services.

- Support the undertaking of a survey of historic resources. Prepare an inventory of buildings, structures and sites which identifies the significance of the resource and important facts such as date of construction, architect, builder, physical appearance, etc.

- Study possible assistance of programs and funding to restore and retrofit historic properties, such as the buildings on Front Street.

- Continue the collection and use of Art in Public Places fees.

J. Utility Infrastructure



1. Goals and Opportunities

A utility infrastructure able to meet present needs and to accommodate future growth is essential to the economic well being of the City. The various utility systems require continuous monitoring as well as maintenance and improvement to ensure that they keep pace with a growing and changing city. The following goals have been established to guide future infrastructure improvements:

- To maintain an adequate level of service in utility systems to support present and future community needs.

- To eliminate existing deficiencies and expand the system, where necessary, to serve new

development.

- To coordinate land use and infrastructure policies in order to guide phasing of improvements.

- To provide a method of financing infrastructure improvements.

- To maintain a high level of public service at minimum costs.

2. Existing Conditions

a. Sewer

Sewage generated in the City of Norwalk is collected by City lines that feed into Los Angeles County Sanitation District trunk sewers. Some of these sewers originate outside the City and are carrying flows generated from other sources as well as collecting flows within Norwalk. County facilities convey sewage flows from Norwalk to the Los Coyotes Water Reclamation Plant in Cerritos. This plant has a treatment capacity of 35 million gallons per day (MGD) and currently treats an average of 31 MGD. Flows in excess of this plant's capacity are conveyed to the County's Joint Water Pollution Control Plant in Carson. Currently, several County sewer trunk lines located within Norwalk are operating above capacity. This condition causes frequent backups in the County lines which in turn causes the City lines that drain into them to back up as well.

The City of Norwalk has three sewage pump stations which are all being totally rebuilt or rehabilitated. The Curtis and King pump station is complete and operational, and rehabilitation of the Bloomfield/Molette and Harvard/Gridley pump stations are projects stated in the preliminary Capital Improvements Plan. Once the ongoing improvements are finalized, these lift stations are expected to accommodate future flows.

The Norwalk Sewer System evaluation has identified some City sewer facilities that are currently overloaded throughout the City. Some of the sewers are located within the area plans discussed in Section 3. The City owned sewer mains are located in easements between private properties. These sewer mains are difficult to maintain due to limited accessibility, and should be re-located in public streets or alleys.

b. Water Supply

Water service to the City of Norwalk is provided by several purveyors:

- Park Water Company
- Southern California Water Company
- Norwalk Municipal Water System (NMWS)
- Santa Fe Springs Water Company
- County Water Company
- City of Cerritos

Park Water Company and the Southern

California Water Company supply the majority of Norwalk users.

The Norwalk Water Master Plan has identified several areas in which water service provided by NMWS is not adequate for emergency conditions. In addition, areas served by other water purveyors may have insufficient capability to provide fire service if major redevelopment occurs. To accommodate future growth, it will be necessary to continue to secure water rights and/or to upgrade the transmission and distribution systems to meet future demands and fire flow requirements.

c. Reclaimed Water

The Century Reclamation Project initiated by the Central Basin Municipal Water District (CMBWD) is intended to supply reclaimed water to the City of Norwalk, as well as to the Cities of Santa Fe Springs, Bellflower, Paramount, Lynwood, Southgate and Downey. Reclaimed water for the Century Reclamation Project Area is provided by the Los Coyotes Water Reclamation Plant located in the City of Cerritos. The plant has adequate reclaimed water production and pumping capacity to serve potential users in the project area.

Reclaimed water, which receives advanced tertiary treatment, must meet the high quality standards established by the State of California (California Administrative Code, Title 27). According to the Code, the water can be used for landscape irrigation, recreation areas,

groundwater recharge and specific food crops.

d. Storm Drainage

Storm drains in the City of Norwalk are primarily under the jurisdiction of the Los Angeles County Department of Public Works, which constructs and maintains storm drain trunk lines that serve large tributary areas. However, some storm drains are under the City's jurisdiction, where the City constructs local systems that feed into the County trunk lines that are turned over to the County for maintenance. Construction and maintenance of the storm drain systems is financed through both Flood Control District bond issue and Flood Control District general funds.

In 1972 the Federal Water Pollution Control Act (also referred to as the Clean Water Act (CWA)) was amended to provide that the discharge of pollutants to waters of the United States from any point source is unlawful, unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) Permit. The 1987 amendments to the CWA added Section 402(p), which establishes a framework for regulating municipal and industrial storm water discharges under the NPDES program. On November 16, 1990, the U.S. Environmental Protection Agency (USEPA) published final regulations that establish requirements for applications for storm water permits for specified categories of industries. The regulations require that discharges of storm water from construction

activity of five (5) acres or more must be regulated as an industrial activity and covered by a NPDES Permit.

The general NPDES Permit will require discharges associated with construction activity to eliminate or reduce non-storm water discharges to storm water systems, implement a storm water pollution prevention plan, and monitor storm water control structures and pollution prevention measures. This general permit will be implemented and enforced by the nine California Regional Water Quality Control Boards (Regional Water Boards).

Overall, drainage deficient areas should be identified through a comprehensive City-wide drainage study based on the land use designations. Thus, a drainage general plan can be developed.

e. Natural Gas

The Gas Company anticipates that growth in the City of Norwalk can be served from existing mains in the area. Natural gas can be provided without any major impact on overall system capacity or service to existing customers.

The availability of natural gas service is based upon present conditions of gas supply and regulatory policy. As a public entity, The Gas Company is under the jurisdiction of the California Public Utilities Commission. The Gas Company can also be affected by actions of federal regulatory agencies. Should these

agencies take any action which affects gas supply or the condition under which service is available, gas service will have to be modified to reflect the changed conditions.

f. ***Electricity***

Southern California Edison (SCE) provides electrical service to the City of Norwalk. Existing power tie-ins are considered adequate to meet the demand generated by the current land uses.

SCE will install electrical distribution facilities in response to Norwalk's projected growth. Electrical demand problems are not anticipated. However, should a shortage of energy and/or generating capacity ever occur, SCE will apportion its available supply of electricity among its customers as set forth in Rule No. 14, Shortage of Supply and Interruption of Delivery.

g. ***Telecommunications Infrastructure: Telephone/Fiber Optics and Cable Television***

Telephone service in the City of Norwalk is provided by General Telephone (GTE), and cable television is provided by Charter Cable Television. Currently, the telecommunication infrastructure is adequate to serve the City. Improvements to the system are part of GTE's and Charter's long-term plans, and no problems are anticipated in providing service for future residential developments.

h. Solid Waste Disposal

In Norwalk, solid waste collection is undertaken by private disposal services and the County conducts periodic hazardous waste collection. Solid Waste from the City of Norwalk can be routed to various landfills, operated by the County Sanitation District and private industry. The choice of which landfill to use is made by the individual haulers serving the City. The closest landfill facility operated by the Sanitation District is Puente Hills Landfill, located approximately 10 miles north of Norwalk. The Spadra Landfill, privately owned and operated and located in Pomona, also serves the City of Norwalk.

Assembly Bill 939 (AB 939) requires cities to meet solid waste reduction goals set by the State. The City is required to reduce solid waste generation by 25% by 1995, and by 50% by the year 2000.

3. Objectives and Policies

a. Placement, Maintenance, and Phasing of Infrastructure

Objectives

- To ensure that public infrastructure improvements are compatible with development.

- To ensure that public infrastructure is upgraded and installed in a timely

manner to meet usage requirements and maximize cost efficiency.

- To provide street and pedestrian lighting in the City of Norwalk to contribute to the safety of its citizens.

Policies

- Continue to promote existing programs to underground overhead utility lines.
- Encourage infrastructure improvements to be designed to complement the area in which they are located and sited so that they do not adversely impact existing structures.
- Continue to plan for and coordinate the implementation of infrastructure requirements to meet development demands.
- Promote adequate illumination of all streets, alleys, public areas, and areas which are deficient, and maintain lighting fixtures in good working condition.
- Discourage the approval of density bonuses in neighborhoods with inadequate infrastructure, especially in areas with inadequate sewers, water supply, and fire flow.
- Establish mechanisms and fee structures

which will enable the City of Norwalk to plan for and finance infrastructure improvements in accordance with new developments, and to eliminate deficiencies in the current system, including overloaded and hard to reach mains.

b. Sewer

Objective

- To provide adequate sewer systems to efficiently serve existing and future needs in Norwalk.

Policies

- Expand sewer collection systems to accommodate the needs of existing and planned development.
- Provide maintenance of the sewer systems in a manner that will ensure proper service to existing and new developments.
- Promote water conservation practices to reduce the sewage flows from existing and future developments.
- Promote the use of earthquake-resistant materials and construction design in all utility systems.

c. Water Supply

Objective

- To provide adequate water supply and delivery systems to meet the demands of new and existing development.

Policies

- Promote water conservation in both City operations and in private development to minimize the need for the development of new water sources and facilities.
- Maintain water distribution systems to ensure proper service to existing and new developments.
- Ensure the provision of adequate fire flow rates in all new development.
- Maintain fire hydrants and ensure adequate water storage capacity to meet fire flow requirements.
- Establish mechanisms and fee structures which will enable the City of Norwalk to plan for and finance infrastructure improvements in accordance with new developments.

d. Reclaimed Water

Objective

- To provide adequate reclaimed water

supply and delivery systems to meet new and existing needs.

Policies

- Encourage expansion of the Century Reclamation Project to provide reclaimed water distribution in Norwalk.

- Encourage the use of reclaimed water in public facilities such as parks, golf courses and schools.

- Encourage the use of reclaimed water for commercial uses such as nurseries, industrial operations and landscaping.

e. Storm Drainage

Objectives

- To provide adequate storm drainage and flood control infrastructure to efficiently serve existing and future Norwalk residents.

- To reduce storm water pollution.

Policies

- Work with Los Angeles County to ensure maintenance and development of drainage facilities to meet present and future needs.

- Establish mechanisms and fee structures

to enable the City to plan for and finance infrastructure improvements in accordance with new development.

- Work with the appropriate State and County agencies to reduce water pollution from storm water.

f. Natural Gas

Objectives

- To ensure adequate natural gas service to meet present and future needs of the City.

- To minimize the risks associated with any gas leakage and exposure.

Policies

- Coordinate with The Gas Company in upgrading or adding gas service lines to serve present and future needs of Norwalk.

- Encourage energy conservation in both public and private buildings.

g. Electricity

Objective

- To ensure adequate electricity service to meet present and future needs of Norwalk.

Policies

- Coordinate with Southern California Edison in upgrading and adding electrical service to serve present and future needs of Norwalk.

- Encourage energy conservation in both public and private buildings.

h. Telecommunications

Objective

- To ensure new and existing development will have necessary telecommunications facilities to serve the citizens and businesses of Norwalk.

Policies

- Encourage the development and expansion of telecommunications systems (including cable television and, as feasible, fiber optics), for purposes of entertainment, education, culture, communication, and other similar purposes.

- Coordinate with General Telephone (GTE) in the maintenance and expansion of telephone and fiber optic service to meet present and future needs of Norwalk.

- Encourage new construction intended to

be used for professional offices be wired to link with cable, and potentially, fiber optic systems.

I. Solid Waste Management

Objectives

- To provide for the safe and efficient disposal of solid waste.
- To protect the citizens and environment of Norwalk by controlling and limiting toxic waste generation in the City.

Policies

- Comply with the provisions of AB 939 to reduce solid waste.
- Encourage public and private recycling programs.
- Actively promote safe disposal of hazardous wastes.
- Actively participate in regional provisions for solid waste disposal, including material recovery and fuel production.
- Ensure adequate trash removal, installation and maintenance of trash receptacles on streets and in parks, and regular street sweeping.

- Assist local businesses to identify and implement feasible methods of reducing the use and disposal of hazardous wastes.

4. Implementation Programs

a. Placement and Phasing of Infrastructure

- The City shall require all new developments to install all on-site utilities and connections to distribution systems underground, unless infeasible due to significant environmental or other constraints.

- Require public facilities, such as transformers, utility substations, water storage or pumping facilities and sewer pumping stations, be located, designed and maintained so that noise, light, glare or odors associated with these facilities will not adversely affect nearby land uses. Building and landscaping materials that make these facilities compatible with neighboring properties shall be used.

- Establish a Capital Improvements Program to provide for the phasing and financing of capital and infrastructure improvements. This program could include the implementation of development fees, a community facilities district (Mello-Roos District), a special assessment district, an infrastructure

financing district, or property tax increment financing.

b. Sewer

- The City shall continue to enforce ordinances which promote water conservation in existing facilities and new developments.

- The City shall cooperate with studies to evaluate the feasibility of incorporating wastewater recycling systems within new developments, using recycled grey water for landscape irrigation and other purposes.

- The City shall cooperate with L.A. County Sanitation District to enforce appropriate industrial pre-treatment standards and source control for toxic materials entering the sewer system.

- Continue a program to evaluate the City's existing sewerage system, including: gravity sewer mains, pump stations and force mains, to ascertain existing and future trouble spots, remaining capacities and improvements which are required.

- Develop a working program with the County of Los Angeles to have trunk facilities upsized or paralleled to meet Norwalk's current future needs.

- Create sewer base maps with lateral, syphon and other detailed information. A GIS format should be considered.

- Establish a sewer preventive maintenance program.

c. Water Supply

- Work with the City's water purveyors to continue to provide water service and maintenance of water system facilities, as well as the integration of water master plans, as necessary.

- Continue to enforce ordinances which promote water conservation in existing and new developments.

- Establish a Capital Improvements Program to provide for the phasing and financing of capital and infrastructure improvements as necessitated by proper maintenance and future growth. This program could include the implementation of development fees, a community facilities district (Mello-Roos District), a special assessment district, an infrastructure financing district, or property tax increment financing.

d. Reclaimed Water

- Work with the City's water purveyors to establish the use of reclaimed waster where feasible.

- Initiate preliminary engineering and cost feasibility studies to evaluate costs to retrofit City water users to accommodate reclaimed water.

- Continue to investigate loans from CBMWD for retrofitting irrigation systems to reclaimed water.

e. Storm Drainage

- Develop a Master Plan for maintenance and development of drainage facilities.

- Establish a Capital Improvements Program to provide for the phasing and financing of capital and infrastructure improvements as necessitated by proper maintenance and future growth. This program could include the implementation of development fees, a community facilities district (Mello-Roos District), a special assessment district, an infrastructure financing district, or property tax increment financing.

- Inform developers of projects about the possible need for an NPDES permit.

f. Natural Gas

- Check new building projects for compliance with the State Energy Conservation Standards (Title 24, California State Administrative Code).

- Establish a structure by which the City can coordinate with the Gas Company on the maintenance and expansion of natural gas systems.

- Disseminate information to the community on practical ways to conserve energy.

- Disseminate information to the community on the potential risk of methane gas leakage and available mitigation measures.

- Formulate and maintain police, fire, evacuation, hospitalization, and recovery programs in response to a natural gas leakage and/or explosion.

g. Electricity

- Establish a structure by which the City can coordinate with Southern California Edison on the maintenance and expansion of electrical systems.

- Check new building projects for compliance with the State Energy Conservation Standards (Title 24, California State Administrative Code).

- Disseminate information to the community on practical ways to conserve energy.

h. Telecommunications

- Monitor cable services in the City of Norwalk for their performance and responsiveness to community needs.

- Establish a mechanism with General Telephone (GTE) to coordinate the maintenance and expansion of telephone and fiber optic services to meet present and future needs of Norwalk.

- Encourage and require to the maximum extent possible the installation of fiber optic lines during underground utility projects.

I. Solid Waste Management

- The City shall continue to require mandatory garbage collection throughout the City.

- The City shall monitor the operations of garbage collection contractors to determine if service levels are adequate.

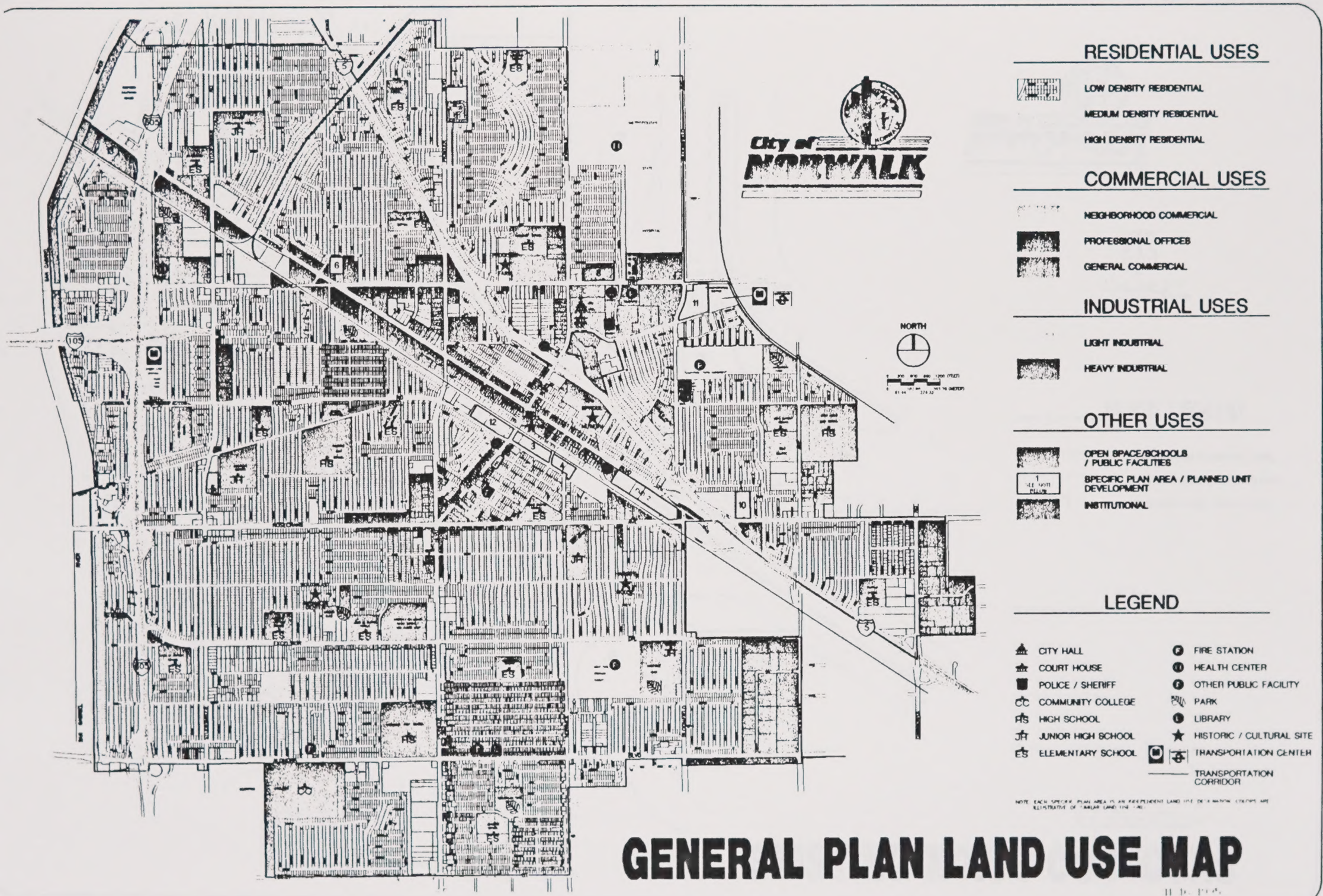
- Continue to participate in the Los Angeles County household hazardous waste collection program.

- Develop programs of public education for safe disposal of hazardous waste.

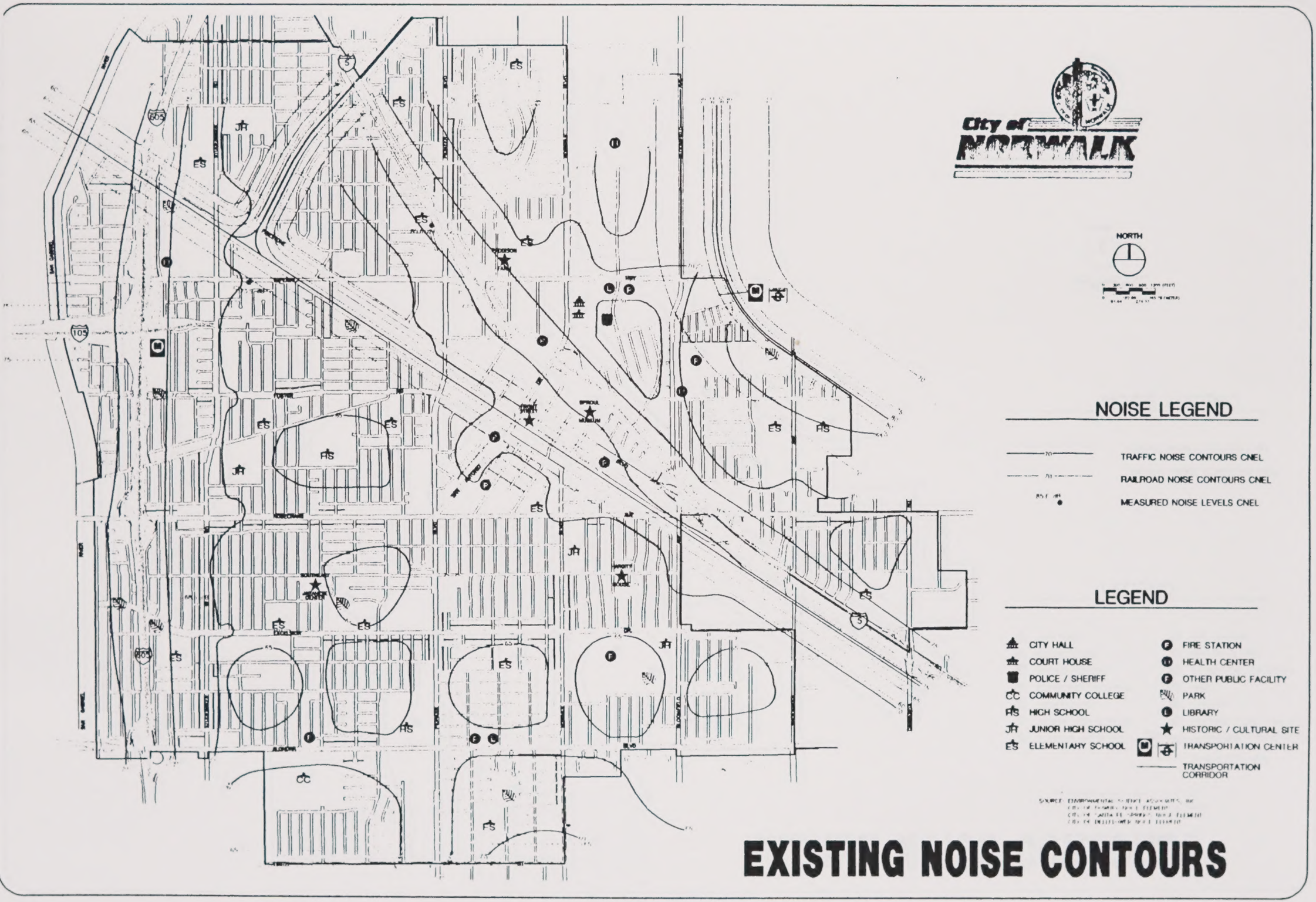
- The City will continue to implement its Source Reduction and Recycling and Household Hazardous Waste programs, in response to Assembly Bill 939.

MAPS AND EXHIBITS

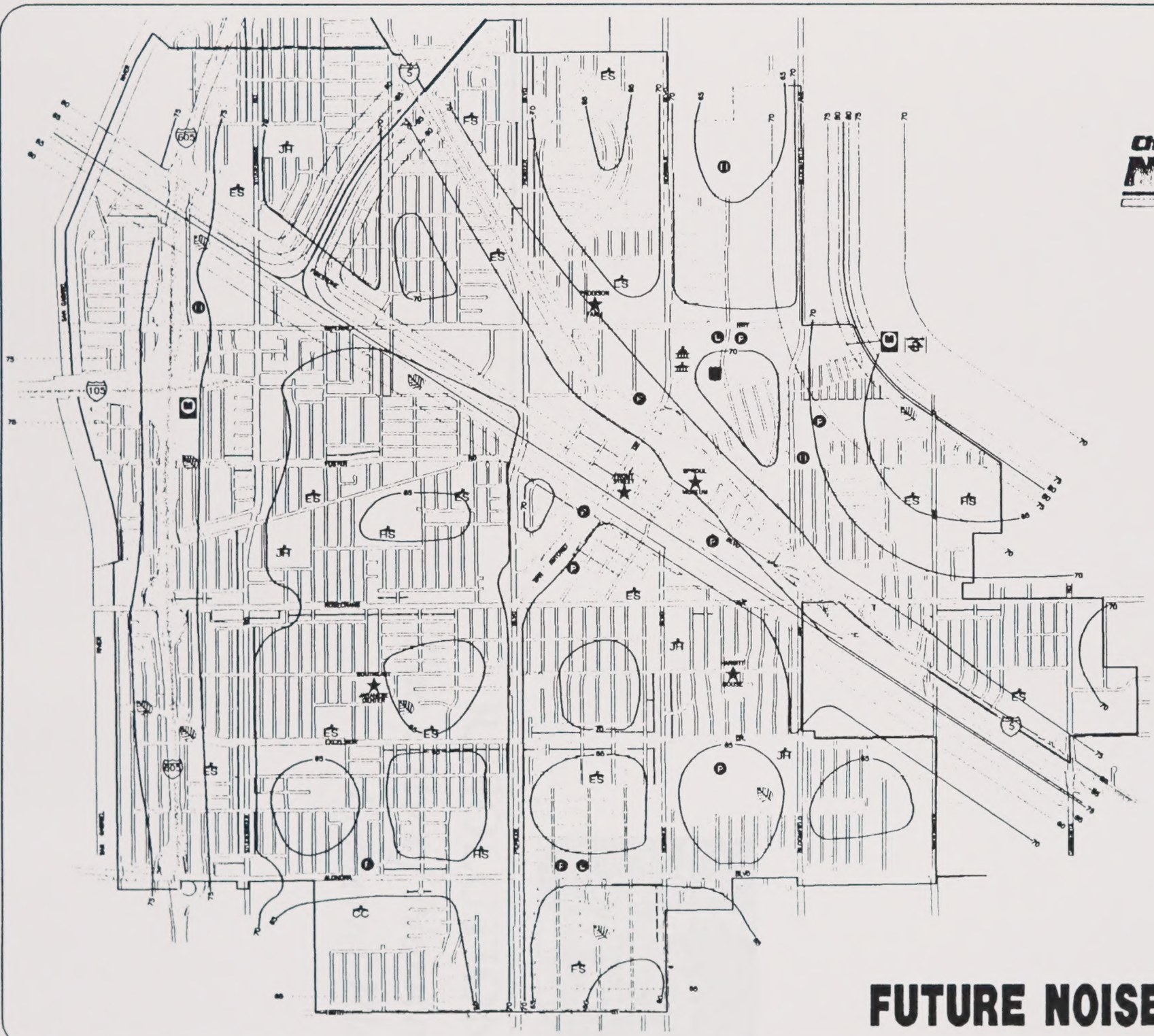
The City of Norwalk General Plan



GENERAL PLAN LAND USE MAP



EXISTING NOISE CONTOURS



City of NORWALK

NORTH

NOISE LEGEND

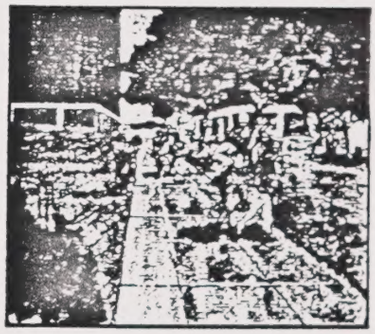
70 — TRAFFIC NOISE CONTOURS CNEL

70 — RAILROAD NOISE CONTOURS CNEL

LEGEND

- CITY HALL
- COURT HOUSE
- POLICE / SHERIFF
- COMMUNITY COLLEGE
- HIGH SCHOOL
- JUNIOR HIGH SCHOOL
- ELEMENTARY SCHOOL
- FIRE STATION
- HEALTH CENTER
- OTHER PUBLIC FACILITY
- PARK
- LIBRARY
- HISTORIC / CULTURAL SITE
- TRANSPORTATION CENTER
- TRANSPORTATION CORRIDOR

FUTURE NOISE CONTOURS



RESOLUTIONS

The City of Norwalk General Plan

NORWALK CITY COUNCIL
RESOLUTION NO. 4393

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NORWALK SETTING FORTH ITS FINDING OF FACT, ADOPTING A MITIGATED NEGATIVE DECLARATION, AND APPROVING THE COMPREHENSIVE GENERAL PLAN UPDATE

WHEREAS, Section 65300 *et seq.* of the California Government Code authorizes cities and counties to prepare long-range, comprehensive policy documents referred to as general plans; and

WHEREAS, the last substantial revision of the City of Norwalk General Plan was completed in 1987; and

WHEREAS, the City Council has determined that the existing General Plan must be revised to adequately address issues related to the current and future social, physical, and economic environment in the City of Norwalk; and

WHEREAS, the City Council finds that amendments to the General Plan are necessary for the public health, safety, and general welfare; and

WHEREAS, the City of Norwalk Planning Commission determined, on the basis of an initial study/environmental assessment, that a Mitigated Negative Declaration should be prepared in accordance with the California Environmental Quality Act; and

WHEREAS, the City Council and Planning Commission held a joint meeting on October 27, 1993 to discuss issues related to the General Plan; and

WHEREAS, the Planning Commission conducted public study sessions and/or neighborhood meetings on the General Plan on the following dates:

November 10, 1993	February 22, 1995
December 1, 1993	March 1, 1995
December 15, 1993	March 29, 1995
January 12, 1994	April 19, 1995
January 19, 1994	May 3, 1995
January 26, 1994	May 17, 1995
August 3, 1994	May 31, 1995
August 10, 1994	June 7, 1995
September 7, 1994	July 5, 1995
October 26, 1994	July 19, 1995
December 14, 1994	August 16, 1995

WHEREAS, public notice was given to each property owner, whose property may be affected by proposed changes to the Land Use Map, on November 28, 1995, for the Planning Commission public hearing, and on February 6, 1996, for the City Council public hearing; and

WHEREAS, a draft copy of the General Plan was prepared, circulated and placed in the Norwalk Regional Library, Alondra Library, the City of Norwalk Social Services Center and City Hall on November 30, 1995, so that changes could be made in response to comments; and

WHEREAS, a Mitigated Negative Declaration was circulated for public review for a 20-day period, beginning December 3, 1995 and ending December 23, 1995, and a public notice of availability was published in the Tribune and Press Telegram on December 1, 1995 and the Herald American on December 7, 1995, and posted in the Norwalk Regional Library, Alondra Library, and the City of Norwalk Social Services Center on November 28, 1995 and the City of Norwalk City Hall on November 30, 1995; and

WHEREAS, the Planning Commission conducted public hearings for the General Plan and Mitigated Negative Declaration on December 13, 1995, January 10, 1996, and January 24, 1996; and

WHEREAS, the City Council has considered Resolution No. 95-30, which is the written recommendation of the Planning Commission prepared pursuant to Section 65354 of the California Government Code; and

WHEREAS, the City Council has considered written comments prepared by the State of California Department of Conservation Division of Mines and Geology, State of California Office of Emergency Services, and the State of California Department of Housing and Community Development; and

WHEREAS, the City Council conducted a public hearing on February 29, 1996; and

WHEREAS, public notice was duly given pursuant to Section 65353 of the California Government Code.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NORWALK HEREBY DETERMINES, FINDS, AND RESOLVES AS FOLLOWS:

Section 1.

The General Plan contains a thorough inventory, assessment, and analysis of social, physical, and economic issues related to the long-range development of the community and that the City Council has considered, to the best of its ability, all public testimony and all relevant information provided to it; and that the General Plan adopted by this resolution represents its best effort to accommodate the diverse needs of residents, property owners, and social and economic components of the City's population and workforce.

Section 2.
The General Plan contains goals, policies, objectives, and implementation measures that will improve the public health, safety, and general welfare and improve the social, physical, and economic environment of the City of Norwalk.

Section 3.
The General Plan update and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies.

Section 4.
Significant impacts on the environment may occur as a result of the General Plan update; however, mitigation measures have been incorporated into the General Plan which will reduce those impacts below a level of significance and, therefore, a Mitigated Negative Declaration shall be adopted. The City Council also hereby finds that the proposed project will be de minimis in its effect on fish and wildlife.

Section 5.
Every reasonable effort has been made to incorporate recent legislation, and state and areawide planning policies into the General Plan.

Section 6.
The City Council hereby finds and determines that goals, policies, objectives, and implementation measures have been crafted to adequately address and meet every identified need in the Housing Element, and the Housing Element is consistent with all requirements of State law. The City Council further finds that the Housing Element has been substantially revised to incorporate comments from the State of California Department of Housing and Community Development (HCD).

Section 7.
The City Council finds that the Housing Element was not revised to address Comment No. D.3. of the Appendix to correspondence received from HCD, dated November 17, 1995, for the following reasons:

a. HCD has requested additional detail in the goals, objectives, policies, and implementation measures, although the City has provided for the maximum that is feasible to meet the identified housing needs in satisfaction of all requirements of State law; and
b. The City has developed specific housing objectives in the Housing Element for very low, low, moderate, and above moderate income households in the form requested by HCD, which represent specific commitments; and
c. The City has provided specific commitment in the Housing Element to produce approximately 200 new low to moderate income housing units through redevelopment set-aside funds.

Section 8.
The City Council hereby directs the Community Development Department, Planning Division, to transmit one copy of the approved General Plan to each state, regional, and county agency listed in Section 65357(a) of the California Government Code.

Section 9.
The City Council hereby directs the Community Development Department, Planning Division, to begin the preparation of revised zoning, subdivision, and other ordinances necessary to implement the new General Plan. The City Council anticipates that pending adoption of such ordinances, persons may apply for land use or development permits requiring a finding of consistency with both the General Plan and zoning regulations. Applicants for such permits in areas where zoning regulations are inconsistent with General Plan regulations shall apply for modifications to applicable provisions of the Zoning Ordinance to bring it into conformity with the General Plan. No land use or development permit shall be approved until such modifications are adopted.

Section 10.
The City Council hereby directs the Community Development Department, Planning Division, to maintain copies of the General Plan available for public review. The Director of Community Development is authorized to make clerical corrections to the General Plan.

Section 11.
The City Council hereby finds, determines, and declares that the adopted, revised comprehensive general plan represents the City of Norwalk's official adopted policy for land use and development. In the event that the General Plan is found to conflict with any City of Norwalk statute, ordinance, policy, rule, regulation, action, or guideline, it is the intent of the City Council that the General Plan shall have precedence.

Section 12.
The City Council hereby finds and declares that adoption of this General Plan provides no vested rights with respect to any preceding General Plan or Zoning Ordinance, to any owner of property not expressly protected by an existing development agreement reviewed and approved by the City Council prior to February 29, 1996.

Section 13.
The City Council hereby finds and declares that it has adopted this General Plan in its entirety. In the event that any court of competent jurisdiction declares any part of this General Plan to be null and void, the remaining portions shall remain in full force and effect. The City Council declares that it adopted this General Plan as if it had adopted each phrase, sentence, element, map, graphic, and section thereof separately.

Section 14.
The Mayor shall sign, and the City Clerk shall certify to the passage and adoption of this Resolution, and thereupon shall take effect and be in full force.

0-1/D24

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Norwalk, State of California, that the General Plan, including the text, graphics, and maps, and a Mitigated Negative Declaration be hereby approved.

APPROVED AND ADOPTED BY THE NORWALK CITY COUNCIL on this 29th day of February, 1996.

Judith Brennan

JUDITH BRENNAN, MAYOR
CITY OF NORWALK

ATTEST:

Rosemary Shannon

ROSEMARY SHANNON, CITY CLERK
CITY OF NORWALK

0-1/D24

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)
CITY OF NORWALK) ss.
CITY COUNCIL)

I, Rosemary C. Shannon, City Clerk of the City of Norwalk, California, **DO HEREBY CERTIFY** that the foregoing Resolution, being **Resolution No. 4393** has been duly signed by the Mayor, and attested by the City Clerk, all at an adjourned regular meeting of the Norwalk City Council, held February 29, 1996, and that same was approved and adopted by the following vote to wit:

AYES: COUNCILMEMBERS LUERA, MENDEZ, STEFENHAGEN, ZIMMERMAN, BRENNAN

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

Dated this 29th day of February, 1996.

Rosemary C. Shannon

ROSEMARY C. SHANNON
CITY CLERK
CITY OF NORWALK

When filed mail to:
Office of the City Clerk
City of Norwalk
12700 Norwalk Boulevard
Norwalk, California 90650

MITIGATED NEGATIVE DECLARATION
City of Norwalk General Plan Update

A. Description of Project:

The General Plan sets forth the goals, policies, and programs for the future growth and development of all land within the boundaries of the City of Norwalk, located in the County of Los Angeles. The following elements are included in the General Plan: Circulation, Community Design, Conservation, Educational and Cultural Resources, Housing, Land Use, Noise, Open Space, and Safety. The proposed General Plan also includes area plans for the City Centre, San Antonio Village, and Firestone Boulevard areas. Opportunity and Special Site Studies are also proposed for Orange County Nursery Site, California Youth Authority, Metropolitan State Hospital, the Defense Fuel Supply Point, and the I-105/I-605 Node. Land use changes proposed with the General Plan update may affect the permitted uses or permitted intensity of use of property within the City of Norwalk. No specific development is proposed as a part of the General Plan update process.

B. Location of Project and Name of Applicant:

The General Plan sets forth the goals, policies, and programs for the future growth and development of all land within the boundaries of the City of Norwalk, located in the County of Los Angeles, encompassing approximately 9.35 square miles of land area. The applicant for this project is the City of Norwalk.

C. Environmental Determination:

Pursuant to the California Environmental Quality Act (CEQA), the City Council of the City of Norwalk, acting as the Lead Agency, has reviewed the initial study/environmental assessment, comments received during the public review period, and the recommendation of the Planning Commission for the aforementioned project. It has been determined that the proposed project could have a significant effect on the environment; however, the proposed project will

not have a significant effect in this case because mitigation measures have been incorporated into the project that will reduce all impacts to a level below significance. Hence, the following mandatory findings of significance are hereby made:

1. The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range or rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory; and
2. The project does not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals; and
3. The project does not have impacts that are individually limited, but cumulatively considerable; and
4. The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly; and
5. No Environmental Impact Report (EIR) need be prepared; and
6. A Mitigated Negative Declaration is appropriate.

D. Preparation of Mitigated Negative Declaration:

The Initial Study was prepared by the City of Norwalk Community Development staff.

E. Mitigation Measures:

All mitigation measures identified in the attached Initial Study/Environmental Assessment, Section 4, shall be incorporated into the proposed project.

Initial Study/Environmental Assessment
for the

City of Norwalk General Plan Update

Prepared by:
City of Norwalk
Community Development Department
Planning Division

November 22, 1995

TABLE OF CONTENTS

SECTION 1
SUMMARY

Introduction

For any project that is not exempt from environmental review, the California Environmental Quality Act (CEQA) Guidelines requires the preparation of an Initial Study to determine if a project may have a "significant effect on the environment"[1]. An Initial Study must contain, in brief form:

- A description of the project including the project location;
- An identification of the environmental setting;
- An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- A discussion of ways to mitigate the significant effects identified, if any;
- An examination of whether the proposed project would be consistent with existing zoning, plans, and other applicable land use controls;
- The name of the person or persons who prepared or participated in the Initial Study.

This Initial Study serves as a basis for deciding whether to prepare an Environmental Impact Report or a Negative Declaration. After completing an Initial Study, one of the following may occur:

- If the Initial Study shows that there is no substantial evidence that the project may have a significant effect on the environment, then a Negative Declaration

[1] Pursuant to Section 21068 of the Public Resources Code, a "significant effect on the environment" shall mean a substantial, or potentially substantial, adverse change in the environment. Section 15064(b) of the State CEQA Guidelines further states that, "The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data. An ironclad definition of significant effect is not possible because the significance of an activity may vary with the setting. For example, an activity which may not be significant in an urban area may be significant in a rural area".

may be prepared.

- If the Initial Study identified potentially significant effects, a Mitigated Negative Declaration may be prepared, provided that:
  - Revisions in the project, before the proposed Negative Declaration is released for public review, would avoid the effects, or mitigate the effects to a point where clearly no significant effects would occur, and
  - There is no substantial evidence before the agency that the project as revised may have a significant effect in the environment.
- If the Initial Study indicates that there is substantial evidence that a project may have a significant effect on the environment, a Draft EIR shall be prepared.

Summary of Findings

Based on the information and data contained within this Initial Study, the City of Norwalk has determined that the proposed General Plan Update will have potentially significant effects. However, a Mitigated Negative Declaration has been prepared, since:

- Revisions in the project have been developed to mitigate the effects to a point where clearly no significant effects would occur, and
- There is no substantial evidence before the agency that the project, as revised, may have a significant effect on the environment.

A description of the project, and its location are provided in Section 2. The analyses, in support of the above finding, are contained within Section 3 of this document and, finally, the proposed Mitigation Measures are listed in Section 4.

SECTION 2
PROJECT DESCRIPTION

The following identifies the location and environmental setting of the proposed project, and provides a description of the proposed project

1. Project Location

The City of Norwalk is located in southeast Los Angeles County, and is surrounded by the cities of Downey and Santa Fe Springs to the north, Artesia and Cerritos to the south, Bellflower to the west, and La Mirada to the east.

Location Map of the City of Norwalk

The City of Norwalk is accessible from several major transportation routes, including the I-5, I-605, and Route 105 freeways, and the MetroLink Commuter Rail System.

The project area consists of all land within the boundaries of the City of Norwalk, encompassing approximately 9.35 square miles of land area.

2. Environmental Setting

The City of Norwalk is located within a 6,600 square mile coastal plain, bounded by the Pacific Ocean to the southwest and mountains around the rest of its perimeter, situated in a semi-permanent high pressure zone of the eastern Pacific, resulting in sea breezes with light average wind speeds. The City of Norwalk is relatively flat, with no significant slopes or unstable soil conditions.

Wind speed and direction is monitored in the City of La Habra, where winds blow from the west to the southwest about 36 percent of the time with mean wind speeds of 4.1 to 5.1 miles per hour (mph). Winds blow from the east-northeast about 31 percent of the time, with mean wind speeds of 1.8 to 2.3 mph. Southerly winds with mean wind speeds between 3.2 and 5.2 mph blow about 17 percent of the time. Northerly winds with mean wind speeds between 1.6 and 2.6 mph blow about 5 percent of the time. The average annual ambient air temperature in the Los Angeles region is 65 degrees Fahrenheit. Ninety percent of the annual rainfall occurs from November to April. In downtown Los Angeles, average annual rainfall is about 14.9 inches, with a maximum of 31.3 inches and a minimum of 4.1 inches measured over an 83 year period.

The City of Norwalk is a built-out City, located within a highly urbanized setting. With limited amounts of vacant, undeveloped land, the City of Norwalk has a relatively limited growth potential. New development activity will occur in the form of infill development, where previous development had existed, and infrastructure and services had also been provided.

3. Project Description

The Norwalk General Plan articulates a vision that gives direction to the long-range development of the City, and serves as a stimulus and guide to future public and private decisions. The General Plan is a policy document which represents the official statement of the City of Norwalk regarding the development needed to achieve its social, physical, and economic goals. Although it is comprised of individual sections, each dealing with a particular area of planning concern, the General Plan embodies a comprehensive approach in which the total range of urban concerns and issues are treated in an integrated manner. The General Plan is intended to be a framework for more detailed plans, or for making incremental development and plan implementation decisions. The four principal components of the General Plan are described as follows:

a. Vision Norwalk

Vision Norwalk is a preamble to the General Plan, which provides a "big picture" concept of the future direction of the City. Vision Norwalk

declares the general intent of the City toward its future long-range development and prosperity. Vision Norwalk provides broad direction for the City's evolution, and is intended to serve as a reference for future decisions.

b. Area Plans

Area Plans have been developed for specific geographic areas of the City which are likely to play a significant role in the City's future. Due to the changing needs and forces acting upon them, these areas are in need of more focused planning solutions and strategies.

It should be noted that Area Plans are planning policy documents that are part of the General Plan. However, an Area Plan need not address each of the General Plan's required elements, as long as the General Plan already satisfies these requirements through the Citywide elements.

For each of the Area Plans, a "vision" is presented of what that area could become. This is followed by a discussion of the economic development concept, the designated land uses, the urban design concept, existing historic and cultural resources, circulation, infrastructure, and, finally, a discussion of the Plan's objectives, policies and implementation programs.

c. Opportunity and Special Site Studies

Opportunity and Special Site Studies are similar to Area Plans, except that they generally encompass specific sites or smaller geographic areas. For each Special Site Study, there is a discussion of the underlying issues and opportunities, recommended land uses, objectives and policies, and implementation programs.

d. Citywide Elements

The Citywide elements include the seven elements required by the State, as well as three optional elements. Once adopted, an optional element becomes an integral part of the General Plan. It has the same force and

effect as the mandatory elements, and must be consistent with the other elements. The Citywide elements included in the General Plan are summarized as follows:

- **Land Use** - The Land Use Element designates the general distribution and intensity of uses of the land for housing, business, industry, open space, education, public buildings and grounds, and other categories of public and private uses. The Land Use Element also establishes standards of population density as well as the building intensity for the various land uses identified.

- **Circulation**- The Circulation Element is correlated with the Land Use Element, and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public transit facilities.

- **Housing**- The Housing Element is a comprehensive assessment of current and projected housing needs for all segments of the community, and all economic groups. In addition, it embodies policy for providing adequate housing and includes action programs for this purpose.

- **Conservation** - The Conservation Element addresses the conservation, development and use of natural resources such as water, forests, soils, rivers, and mineral deposits.

- **Open Space** - The Open Space Element details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, public health and safety.

- **Noise**- The Noise Element identifies and appraises noise problems within the community, and helps to guide land use decisions.

- **Safety** - The Safety Element establishes policies and programs to protect the community from risks associated with seismic, geologic,

flood, fire, and other urban hazards.

- **Community Design** - The Community Design Element explores issues related to the visual environment. Whereas the majority of General Plan elements focus on functional design issues, this element establishes that the City is also concerned with the aesthetic form of development.

- **Educational and Cultural Resources** - The Educational and Cultural Resources Element is an assessment of the educational and cultural resources of Norwalk. It provides policies for the preservation and enhancement of these resources.

- **Utility Infrastructure** - The Utility Infrastructure Element addresses the issues related to the City's infrastructure capacity, and establishes policies for the maintenance of existing facilities and the provision of new facilities.

SECTION 3
ENVIRONMENTAL ANALYSES

The following is a listing of questions related to potential environmental impacts, followed by responses to how each question relates to the proposed City of Norwalk General Plan Update (hereinafter sometimes referred to as "project"). Under the existing General Plan, the City of Norwalk reached a population of 97,959 persons in 1995, growing at a 15-year rate of 14.9% between 1980 and 1995. The proposed General Plan contemplates a projected population increase to 105,794 persons by 2010, which represents an 8% 15-year increase between 1995-2010. Supplementary Document G of the State CEQA Guidelines states that a project will normally have a significant effect on the environment if it will, "induce substantial growth or concentration of population". Since the projected 15-year increase is 6.9% lower than the previous 15-year growth rate, the proposed General Plan does not induce substantial growth.

In addition, since the proposed General Plan proposes a substantially lower growth potential, reducing the maximum residential buildout potential by 16.6% as an example, it is clearly an environmentally superior alternative to the existing General Plan. Furthermore, the proposed General Plan includes new goals, policies, objectives, and implementation measures which are designed to improve the City's existing environmental condition, as well as minimize future adverse impacts.

Based on the foregoing, and the analyses contained hereinbelow, the proposed project would not constitute a significant effect as described in the State CEQA Guidelines. These guidelines state that a project will normally have a significant effect on the environment if it will:

- Conflict with adopted environmental plans and goals of the community where it is located;
- Have a substantial, demonstrable negative aesthetic effect;
- Substantially affect a rare or endangered species of animal or plant or the habitat of the species;
- Interfere substantially with the movement of any resident or migratory fish or wildlife species;

- Breach published national, state, or local standards relating to solid waste or litter control;
- Substantially degrade water quality;
- Contaminate a public water supply;
- Substantially degrade or deplete ground water resources;
- Interfere substantially with ground water recharge;
- Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study;
- Induce substantial growth or concentration of population;
- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system;
- Displace a large number of people;
- Encourage activities which result in the use of large amounts of fuel, water, or energy;
- Use fuel, water, or energy in a wasteful manner;
- Increase substantially the ambient noise levels for adjoining areas;
- Cause substantial flooding, erosion or siltation;
- Expose people or structures to major geologic hazards;
- Extend a sewer trunk line with capacity to serve new development;
- Substantially diminish habitat for fish, wildlife or plants;
- Disrupt or divide the physical arrangement of an established community;
- Create a potential public health hazard or involve the use, production or disposal of mate which pose a hazard to people or animal or plant populations in the area affected;
- Conflict with established recreational, educational, religious or scientific uses of the area;
- Violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations;
- Convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land;
- Interfere with emergency response plans or emergency evacuation plans.

The discussion below substantiates the lack of significant effects, or that adequate mitigation can reduce potential impacts below a level of significance. The analysis is

based on a comparison of existing development and the existing physical condition of the City with development projected under the proposed General Plan.

1. EARTH. Will the proposal result in:

a) Unstable earth conditions or in changes in geologic substructures?

No. Past development in the City of Norwalk has not revealed the existence of unstable earth conditions or in changes in geologic substructures. As a built out City, situated on relatively flat land, new development is not anticipated to change this pattern. Soil studies for other previous projects do not indicate the presence of special soil problems within the City.

Source: City of Norwalk Community Development Department, Building and Safety Division; Soil Studies for development in the City of Norwalk.

b) Disruptions, displacements, compaction or overcovering of the soil?

Yes, but the level of impact will be insignificant. Grading and excavation activities will occur as part of site preparation for new development envisioned under the Land Use Element. Quantification of the amount of soil to be graded would not be possible as the specifications and duration of grading activities are not known. Through the development review process, however, particularly drainage plan check, grading practices have been, and will continue to be, monitored to minimize erosion and otherwise ensure a minimal impact on the environment.

Source: City of Norwalk Community Development Department; Building and Safety and Engineering Divisions; Soil Studies for development in the City of Norwalk.

c) Change in topography or ground surface relief features?

Yes, but the level of impact will be insignificant. The City of Norwalk is located on a relatively flat slope of land. Grading for development may

slightly alter the ground surface; but, in a flat, urbanized area such as the City of Norwalk, the change is negligible. The proposed General Plan does not contain goals, policies, objectives or implementation measures which would otherwise significantly alter topography or ground surface relief.

Source: Field Survey by City of Norwalk Community Development Department staff.

d) The destruction, covering or modification of any unique geologic or physical features?

No. The City of Norwalk is a built-out, highly urbanized area with no significant nor unique geologic formations, rock outcroppings, or other physical features existing within its boundaries. Therefore, no destruction, covering or modification to such resources could occur.

Source: Field Survey by City of Norwalk Community Development Department staff.

e) Any increase in wind or water erosion of soils, either on or off the site?

Yes, but the level of impact will be insignificant. As an urbanized area, a substantial portion of the City of Norwalk is paved. During construction, however, the potential does exist for fugitive dust emissions to erode soils. The impact, however, will be minimal, short-term, and will not result in an increase in existing erosion rates. Nonetheless, compliance with requirements of the South Coast Air Quality Management District related to watering construction sites, and adoption of conditions of approval during the development review process for projects with significant grading activities or excavation will provide other assurances that all impacts will be at a level of significance.

Source: South Coast Air Quality Management District CEQA Air Quality Handbook

f) Changes in deposition or erosion of beachsands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?

No. The City of Norwalk is located within a completely urbanized area and is not located near the shoreline or other body of water. Only the San Gabriel River is located adjacent to the City. Any development within the City of Norwalk will not cause any change in the San Gabriel River, which is a concrete river channel.

Source: City of Norwalk Aerial Maps, 1989.

g) Exposure of people or property to geologic hazards, such as earthquakes, landslides, mudslides, ground failure, or similar hazards?

Yes, but mitigation will reduce the impact below a level of significance. The City of Norwalk is located within a seismically active region. New development will be subject to groundshaking hazards associated with earthquake events on active faults and other faults throughout the region. Thus, persons occupying new developments will be exposed to geologic hazards. Through the implementation of building codes, the City of Norwalk can reduce the exposure of persons to geologic hazards to the greatest extent possible. The Safety Element provides for additional policies which are specifically intended to reduce the risk of geologic hazards and, in this way, this impact will be mitigated below a level of significance.

Source: City of Norwalk Community Development Department, Building and Safety Division; City of Norwalk Building Code

2. AIR. Will the proposal result in:

a) Substantial air emissions or deterioration of ambient air quality?

Yes, but mitigation will reduce the impact below a level of significance.

New development within the City can result in an increase in air pollution from stationary (area or point) sources and mobile (on or off-road) sources. Emission sources include industries, power plants, motor vehicle traffic, and electrical power and natural gas consumption.

Based on the guidelines provided in the South Coast Air Quality Management District CEQA Air Quality Handbook, the proposed General Plan would permit new development in a quantity that would cumulatively constitute a significant effect. This effect, however, can be mitigated below a level of significance.

Under the existing General Plan, the City of Norwalk reached a population of 97,959 persons in 1995, growing at a 15-year rate of 14.9% between 1980 and 1995. The proposed General Plan contemplates a projected population increase to 105,794 persons by 2010, which represents an 8% 15-year increase between 1995-2010. Supplementary Document G of the State CEQA Guidelines states that a project will normally have a significant effect on the environment if it will, "Violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations". With the projected 15-year increase being 6.9% lower than the previous 15-year growth rate, the proposed General Plan does not induce substantial growth and, thus, would not contribute substantially to an existing or projected air quality violation. The County of Los Angeles, overall, does violate certain air standards. The General Plan update strives to improve the air quality environment of the City of Norwalk, through the Conservation Element. Thus, the proposed project would result in improved environmental conditions from the existing condition of the City, and would not constitute a significant effect.

Also, the fact that the proposed General Plan will result in less growth than the existing General Plan, thereby resulting in less effects on air quality, must also be considered. For example, maximum theoretical residential buildout under the proposed General Plan will permit 6,980 fewer housing units (-16.6%) than the existing General Plan. Although acreage for commercial uses will be increased slightly by 1.6%, the acreage for office

uses will be reduced by 20% and industrial uses by 16.2%. This lower growth potential, resulting from the creation of a new Open Space/Schools/Recreational Facilities land use designation, will reduce the potential for new stationary sources (residential housing units are the largest consumers of natural gas, which indirectly contributes to air pollution) and mobile sources (reduced development potential will result in a lower potential for vehicle trips and vehicle miles traveled).

To mitigate any potential impacts to air quality, the City should: continue to support regulations of the South Coast Air Quality Management District; improve traffic conditions within the community; encourage pedestrian and alternative modes of transportation; implement provisions of the Transportation Demand Management Ordinance; continue implementation of the County of Los Angeles Congestion Management Program; and adopt mitigation measures through the CEQA process related to air quality for new projects that will reasonably and effectively reduce impacts to air resources. These mitigation measures would, especially in light of the reduced growth envisioned by the General Plan, reduce any negative air quality impacts below a level of significance.

Source: South Coast Air Quality Management District CEQA Air Quality Handbook

b) The creation of objectionable odors?

Yes, but the impact can be mitigated below a level of significance. Future development, particularly industrial and commercial, may create odors related to the storage, handling, or processing of certain materials. The Land Use Element of the General Plan requires compatibility between existing and future development and land uses. Through land use and development review processes, projects that have the potential to create objectionable odors can be mitigated below a level of significance. However, to ensure that the proper regulatory framework exists, the Zoning Ordinance should be reviewed.

Source: City of Norwalk Community Development Department, Planning

Division

c) **Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?**

No. Wind speed and direction is monitored in the City of La Habra, where winds blow from the west to the southwest about 36 percent of the time with mean wind speeds of 4.1 to 5.1 miles per hour (mph). Winds blow from the east-northeast about 31 percent of the time, with mean wind speeds of 1.8 to 2.3 mph. Southerly winds with mean wind speeds between 3.2 and 5.2 mph blow about 17 percent of the time. Northerly winds with mean wind speeds between 1.6 and 2.6 mph blow about 5 percent of the time. The average annual ambient air temperature in the Los Angeles region is 65 degrees Fahrenheit. Generally, air movement can not be altered unless a significant grouping of structures serves as a wind barrier. In addition to architectural and environmental review processes, the City of Norwalk General Plan does not include policies that will result in a significant concentration of high-rise structures that would alter air movement.

Source: South Coast Air Quality Management District CEQA Air Quality Handbook

3. WATER. **Will the proposal result in:**

a) **Changes in currents, or the course of direction of water movements, in either marine or freshwater?**

No. The City of Norwalk is located within a completely urbanized area and is not located near the shoreline or other body of water. Only the San Gabriel River is located adjacent to the City. Development within the City of Norwalk will not cause any change in the San Gabriel River, which is a concrete river channel.

Source: City of Norwalk Aerial Maps, 1989.

b) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?

Yes, but mitigation will reduce the impact below a level of significance. Storm drains in the City of Norwalk are primarily under the jurisdiction of the Los Angeles County Department of Public Works, which constructs and maintains storm drain trunk lines that serve large tributary areas. However, some storm drains are under the City's jurisdiction, where the City constructs local systems that feed into the County trunk lines that are turned over to the County for maintenance. Construction and maintenance of the storm drain systems is financed through both Flood Control District bond issue and Flood Control District general funds.

Overall, the Utility Infrastructure Element includes mitigation for drainage deficient areas, by proposing a comprehensive City-wide drainage study. This drainage study is intended to mitigate any effects that new growth will have on the drainage system. Implementation of the recommendations of such a study will reduce any potential impact below a level of significance.

Source: City of Norwalk Community Development Department, Engineering Division

c) Alterations to the course or flow of flood waters?

No. In addition to the comments in Section 3.a. above, no impact is anticipated on the San Gabriel River. Development contemplated under the proposed General Plan will not alter this concrete lined, river channel in any way.

Source: City of Norwalk Aerial Maps, 1989; County of Los Angeles Department of Public Works.

d) Changes in the amount of surface water in any water body?

No. The City of Norwalk is located within a completely urbanized area and is not located near the shoreline or other body of water. Only the San

Gabriel River is located adjacent to the City. Any development within the City of Norwalk will not cause any change in the San Gabriel River, which is a concrete river channel.

Source: City of Norwalk Aerial Maps, 1989.

e) **Discharge into surface waters, or in any alteration of surface water quality, including, but not limited to, temperature, dissolved oxygen or turbidity?**

Yes, but mitigation will reduce the impact below a level of significance. The San Gabriel River Flood Control Channel, which runs along the western boundary of the City of Norwalk, also serves as a water resource. The river is no longer in a natural state, but has been lined with concrete and is now part of the regional flood control system. The channel is maintained by the County of Los Angeles Flood Control District.

To protect waterways such as the San Gabriel River, the Clean Water Act was amended in 1972 to provide that the discharge of pollutants to waters of the United States from any point source was unlawful unless the discharge was in compliance with a National Pollutant Discharge Elimination System (NPDES) Permit. This permit is enforced by the California Regional Water Quality Control Board. Through compliance with NPDES requirements, any impact can be reduced below a level of significance.

Source: City of Norwalk Engineering Department

f) **Alteration of the direction or rate of flow of ground waters?**

No. The City of Norwalk is located within the Central Basin of the Coastal Plain of Los Angeles County. The area encompasses 170 square miles, roughly centered around the City of Norwalk.

Aquifers in the area consist of a complex sequence of interlayed sands, gravels, silts and clays ranging in age from Recent to Lower Pleistocene.

Nine major aquifers have been analyzed. In the northern reservoir area, aquifers are essentially unconfined and merge together in the Whittier Narrows area forming a common recharge zone, whereby groundwater and contaminants may eventually enter any or all of the aquifers found down gradient. Southerly, near the City of Norwalk, aquicludes divide the area into confined and semi-confined aquifers known as the Central Basin Pressure Area. Ground water enters these aquifers through both natural and artificial recharge. Natural recharge occurs from subsurface inflow through Whittier Narrows and is estimated to be approximately 33,000 acre-feet per year. In 1989, artificial recharge from the Montebello forebay totaled approximately 71,000 acre-feet per year including imported and reclaimed water.

The direction of ground water flow is southerly from the Whittier Narrows recharge area to the Norwalk well fields. Here, long-term pumping for water supply has created a depression in the ground water surface with average elevations ranging from sea level to 20 feet above mean sea level (msl). Southerly moving ground water traveling in the general direction of the San Gabriel River is captured by the Norwalk pumping depression with the result that the flow is diverted eastward to the well fields. Since the groundwater supply is recharged in the Whittier Narrows area, the proposed General Plan would not create a significant environmental effect on ground water flow.

Source: Environmental Science Associates.

g) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

Yes, but mitigation will reduce the impact below a level of significance. Due to possible contamination, the quantity of safe ground water could be reduced. Although ground water contamination could originate from sites mapped as solvent or undetermined, under assessment, or other, the most probable source of TCE and PCE contamination is from the Whittier Narrows area. In the Whittier Narrows area, the southerly moving ground

water from the San Gabriel Basin concentrates near the surface and moves through the Narrows bringing with it upstream contamination. High concentrations of TCE and PCE measured in this area confirm this. In the Whittier Narrows, the area of aquifer recharge emergence provides a common recharge to downstream aquifers. Considering this recharge mechanism and the direction of ground water flow, it is not unexpected to see a high number of wells contaminated with TCE and PCE along the San Gabriel and Rio Hondo River channels.

Ground water contamination from trichloroethylene (TCE) and tetrachloroethylene (PCE) is found in many of the area's wells. An estimate of the vertical distribution of contamination was obtained by comparing wells perforated in different aquifer groups. In the Norwalk area, 82 percent of the wells with detectable amounts of TCE and PCE are perforated in the Hollydale through Silverado aquifers. Estimates of the time required for the bulk of this pollution to affect Norwalk area wells range from 15 years (worst case) to 35 years (best case).

The City produces a number of typical urban pollutants including oil, grease, rubber, metals, and hydrocarbons washed from paved surfaces, and herbicides, pesticides, and fertilizer in landscaped areas. Water well sites, maintained by the various water companies, should be maintained in healthful conditions, and sources of ground water contamination should be properly controlled and eliminated. Approximately 98% of the City's water supply is provided by wells. Fuel sites and sites containing primarily hydrocarbons in the City of Norwalk can be discounted as a source of TCE and PCE contamination. Other potential sites immediately northeast of the Norwalk well fields (e.g., the Norwalk Dump, Stancovich No. I Foster/San Antonio site, Defense Fuel Support, and Powerine Oil) overlie the Central Basin pressure zone and are separated from underlying aquifers by the impermeable Bellflower aquiclude. Probability of contamination from vertical percolation in this area is low.

Without mitigation, the high concentrations of PCE and TCE existing in the lower San Gabriel Basin will eventually pass though the Whittier Narrows reaching the Norwalk well fields. To obtain an estimate of the

impact of this contamination, an analytic dispersion model was constructed by Geoscience Support Services, Inc. This study found that the Norwalk well fields receive recharge from natural under flow though the Whittier Narrows as well as artificial recharge from water spread in the Montebello forebay. A common recharge zone was found to exist in the Whittier Narrows area, which allows water moving through the Narrows to potentially recharge any or all of the Norwalk area aquifers. The wells showing detectable amounts of PCE and TCE are concentrated along the permeable materials associated with the Rio Hondo and San Gabriel River drainage.

Contamination of the groundwater in the Norwalk area is not likely for vertical percolation in the Central Basin Pressure zone (south of the Eckis Forebay Line) due to the presence of the Bellflower aquiclude. The probable source of TCE and PCE contamination in the wells along the Rio Hondo and San Gabriel River channels is from upstream contamination moving with natural recharge though the merged aquifer in the Whittier Narrows. If the contamination is not mitigated, the Norwalk area well fields will be contaminated from upstream sources in the Whittier Narrows area within the next 15 to 30 years.

Though it appears that the Whittier Narrows area is the point of contamination, the proposed project should still include policies to encourage and support efforts to reduce pollution, including construction of interception wells followed by wellhead treatment and subsequent ground water recharge. Also, a stringent monitoring program should be implemented incorporating vertical sampling of ground water quality on a regular basis in the monitoring process. Without mitigation, the high concentrations of PCE and TCE existing in the lower San Gabriel Basin will eventually pass through the Whittier Narrows reaching the Norwalk well fields.

Source: City of Norwalk Ground Water Quality Investigation; Report on Ground Water Quality for the City of Norwalk

h) Substantial reduction in the amount of water otherwise available for

public water supplies?

Yes, but mitigation will reduce the impact below a level of significance. Water service to the City of Norwalk is provided by several purveyors:

- Park Water Company
- Southern California Water Company
- Norwalk Municipal Water System (NMWS)
- Santa Fe Springs Water Company
- County Water Company
- City of Cerritos

Park Water Company and the Southern California Water Company supply the majority of water to Norwalk users.

The Norwalk Water Master Plan has identified several areas in which water service provided by NMWS is not currently adequate for emergency conditions. In addition, areas served by other water purveyors may have insufficient capability to provide fire service if major redevelopment occurs. However, the Utility Infrastructure Element provides goals, policies, objectives, and implementation measures to mitigate this situation, including measures related to securing water rights and/or upgrading the transmission and distribution systems to meet future demands and fire flow requirements.

Reclaimed water is another source of water for public use, with certain limitations. The Century Reclamation Project initiated by the Central Basin Municipal Water District (CMBWD) is intended to supply reclaimed water to the City of Norwalk, as well as to the Cities of Santa Fe Springs, Bellflower, Paramount, Lynwood, Southgate and Downey. Reclaimed water for the Century Reclamation Project Area is provided by the Los Coyotes Water Reclamation Plant located in the City of Cerritos. The plant has adequate reclaimed water production and pumping capacity to serve potential users in the project area.

Reclaimed water, which receives advanced tertiary treatment, must meet

the high quality standards established by the State of California (California Administrative Code, Title 27). According to the Code, the water can be used for landscape irrigation, recreation areas, groundwater recharge and specific food crops. With the programs contained in the Utility Infrastructure Element, including those related to improving water service and utilization of reclaimed water, the amount of water otherwise available for public water supplies can be provided to prevent any significant impact.

Source: City of Norwalk Urban Water Management Plan

I) **Exposure of people or property to water related hazards such as flooding or tidal waves?**

No. The City of Norwalk is not located adjacent to any body of water. The San Gabriel River Channel does abut the western boundary of the City of Norwalk. According to the Federal Emergency Management Agency, however, the entire City of Norwalk is located within Flood Hazard Zone C, which is an area with minimal flood hazard potential.

Source: Federal Emergency Management Agency Flood Maps.

4. **PLANT LIFE. Will the proposal result in:**

a) **Change in the diversity of species, or number or any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?**

No. The City of Norwalk is an intensely urbanized environment which provides disturbed ecosystems with inadequate resources to sustain natural, native communities. No significant plant communities exist along the banks or bed of the river. The introduction of exotic species into the City of Norwalk in the past, has resulted in a widely diversified mix of plant species. A general survey was conducted on June 11, 1991 to assess the existing vegetation in the area, where a variety of approximately 27,000 street trees exist. No impact is anticipated.

Source: Field visit by Environmental Science Associate biologist

b) Reduction of the numbers of any unique, rare, or endangered species of plants?

No. There are no special status species listed by the federal or state governments as endangered, threatened, rare, or candidate for listing, or listed by the California Native Plant Society in the City of Norwalk. Therefore, no effect will occur.

Source: California Native Plant Society

c) Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?

Yes, but mitigation will reduce the impact below a level of significance. New development will be accompanied with landscaping. However, compliance with the State of California Water Conservation in Landscaping Act will ensure that new species will be appropriate for the City of Norwalk and Southern California region. To mitigate any potential impact, the Zoning Ordinance should be reviewed for conformance with the State of California Water Conservation in Landscaping Act.

Source: State of California Water Conservation in Landscaping Act

d) Reduction in acreage of any agricultural crop?

No. There are no Williamson Act contracts within the City of Norwalk. Furthermore, no land within the City of Norwalk is utilized for agricultural production.

Source: Field Survey by Community Development Department, City of Norwalk Aerial Maps, 1989.

5. ANIMAL LIFE. Will the proposal result in:

a) Change in the diversity of species, or numbers of any species of animals (birds; land animals, including reptiles; fish and shellfish,

benthic organisms or insects)?

No. The City of Norwalk is located within a highly urbanized environmental setting. Animal species within the City of Norwalk are known to inhabit other intensely urbanized areas, and new development will not represent a significant change to an already highly urbanized setting. Typical animal species within a highly urbanized setting include mammals, such as squirrels, rabbits, mice, gophers, rats, and domestic cats and dogs. Bird species may include American crow, black raven, scrub jay, house finch, morning dove, northern mockingbird, and European starling. These animals are widespread and are adaptable throughout the Southern California region and, thus, no impact is anticipated.

Source: Environmental Science Associates

b) **Reduction of the numbers of any unique, rare, or endangered species or animals?**

No. The City of Norwalk is located within a highly urbanized environmental setting, with no known unique, rare, or endangered species or animals within its boundaries. Furthermore, there are no special status species listed by the federal or state governments as endangered, threatened, rare, or candidate for listing, or listed by the federal or California Endangered Species Acts that have been sighted in the area or within the City of Norwalk. Therefore, no effect will occur.

Source: California Department of Fish and Game; California Natural Diversity Data Base

c) **Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?**

No. The City of Norwalk is an intensely urbanized environment which provides disturbed ecosystems with inadequate resources to sustain natural, native communities. The proposed project does not include any goals, policies, objectives, or implementation measures that would introduce new

species, or result in a barrier to the migration or movement of animals. Again, the City of Norwalk is highly urbanized, where no natural habitat exists. New species will consist mainly of domestic animals, which will have no effect on the existing animal life.

Source: Environmental Science Associates

d) Deterioration to existing fish or wildlife habitat?

See Section 5.a. above.

6. NOISE. Will the proposal result in:

a) Increases in existing noise levels?

Yes, but mitigation will reduce the impact below a level of significance. Noise will result from short-term construction activities, new stationary noise sources, and increased mobile noise sources. First, with regard to construction noise, new development will result in short-term increases in noise levels. Construction noise will fluctuate depending on construction phase, equipment type, and duration of use, distance between noise source and receptor, and presence or absence of noise barriers. The City of Norwalk Municipal Code contains limitations with regard to construction hours. Also, construction noise occurs typically during the non-noise sensitive, day time hours. Therefore, continued enforcement of these provisions will ensure that no significant increase in noise levels will occur.

Next, new stationary sources may also be introduced with new development, such as industrial or manufacturing businesses. Through enforcement of noise ordinances and proposed land use policies, noise impacts from noise sources can be mitigated. Further, some businesses or operations which generate noise should be subject to discretionary review. Thus, to mitigate any impacts, the Zoning Ordinance should be reviewed to determine if other uses should be subject to a Conditional Use Permit, or other discretionary review.

Finally, an increase in mobile noise sources is anticipated, particularly related to vehicles on the I-105, I-605, and I-5 freeways (see Future Noise Contours Map in the Draft General Plan). The proposed project would contribute to an increase in local traffic volumes, resulting in higher noise levels along roadways. The greatest cause for increase in the vehicle noise levels will be a result of cumulative growth in the region, and not as a direct result of the proposed General Plan update. To mitigate increased noise levels, the City of Norwalk may:

- Discourage truck traffic from using local residential streets.
- Encourage the California Department of Transportation (Caltrans) to continue programs which lead to the reduction of noise levels on the I-105, I-605, and I-5 freeways
- Encourage the construction of soundwalls by Caltrans, pursuant to Section 215.5 of the California Streets and Highways Code.

Since all of the mitigation measures, as discussed above, are contained in the Noise Element, then the proposed General Plan would not create a significant effect on the environment.

Source: Draft General Plan, Noise Element; Environmental Science Associates; Federal Highway Administration Traffic Noise Prediction Model.

b) **Exposure of people to severe noise levels?**

Yes, but mitigation will reduce the impact below a level of significance. As stated in Section 6.a., noise level will increase as a result of traffic increases created by the proposed development, and other development in southeast Los Angeles county (see Future Noise Contour Map of the proposed General Plan). The Noise Element of the proposed General Plan, however, provides the basis for enforcement of noise associated codes and standards. Goals, objectives, policies, and implementation measures contained within the proposed Noise Element will mitigate potential noise impacts below a level of significance.

Source: Draft General Plan, Noise Element; Environmental Science Associates

7. LIGHT AND GLARE. Will the proposal:

a) Produce new light or glare?

Yes, but mitigation will reduce the impact below a level of significance. The Land Use Element of the General Plan will allow for new development. Residential development is characterized by low intensity and low angle street lighting at night, and generally has limited reflective surfaces capable of generating undue glare impacts on surrounding land uses. Non-residential development may have slightly higher intensity lighting for streets, parking lots, and signage, while multiple-story buildings, especially office developments, may have greater reflective surfaces capable of producing daytime glare.

The Community Design Element and the Land Use Element contain goals, policies, and implementation measures related to the reduction of light and glare. Through development review processes, daytime glare generated from reflective surfaces, and nighttime lighting, can be mitigated to prevent any impact on the environment.

Source: City of Norwalk Community Development Department, Planning Division.

8. LAND USE. Will the proposal result in:

a) Substantial alteration of the present or planned land use of an area?

Yes, but mitigation will reduce the impact below a level of significance. The following table summarizes the proposed change in land use distribution:

DISTRIBUTION OF EXISTING AND PROPOSED GENERAL PLAN LAND USE DESIGNATIONS

	Existing General Plan		Proposed General Plan		
Land Use	Acres	Percent of Total	Acres	Percent of Total	Increase/ Decrease in Land Area
Low Density Residential	3,647	53.23%	3,117	45.50%	-530
Medium Density Residential	14	0.20%	12	0.18%	-2
High Density Residential	371	5.42%	272	3.97%	-99
Commercial Professional/ Professional Office	110	1.61%	88	1.28%	-22
Restricted Commercial	80	1.17%	66	0.96%	-14
General Commercial	229	3.34%	248	3.62%	19
Light Industrial	185	2.70%	165	2.41%	-20
Heavy Industrial	180	2.63%	141	2.06%	-39
Specific Plan Area/Planned Development	57	0.83%	82	1.20%	25
Open Transitional	19	0.28%	0	0.00%	-19
Institutional	0	0.00%	53	0.77%	53
Open Space	0	0.00%	700	10.22%	700
Undesignated	1,959	28.59%	1,907	27.84%	-52
TOTAL	6,851	100.00%	6,851	100.00%	0

Proposed land use changes generally reflect existing uses on the property and will stabilize the existing land use pattern within the community. Since the proposed General Plan attempts to preserve the established land use pattern within the community, and the physical arrangement of the City will not be divided or disrupted, minimal impact is anticipated. To mitigate any impact on properties experiencing a change in land use designation, resulting from inconsistencies between an existing land use and its proposed land use designation, the City of Norwalk may review its Zoning Ordinance to determine if modifications, additions, or deletions should occur as it relates to non-conforming buildings and uses. Furthermore, Zone Changes should occur to ensure consistency between the General Plan land use designations and zoning designation, as stated in the Land Use Element.

Source: City of Norwalk Zoning Ordinance; City of Norwalk Community Development Department, Planning Division

9. NATURAL RESOURCES. Will the proposal result in:

a) Increase in the rate of use of any natural resources?

No. There are no areas within the City of Norwalk used for the production of natural resources; therefore, use of natural resources in development will be the primary cause for an increase in the rate of use of natural resources. In view of construction potential, only 24.82 acres of vacant or underutilized residential land are available for development. Most construction will be related to rehabilitation, adaptive re-use of buildings, remodeling, and other forms of infill development. Although any construction project will involve the irretrievable commitment of construction material resources and energy resources, in a regional sense, the amount of resources devoted to construction within the City of Norwalk, which will be relatively limited due to the lack of available vacant land, are considered insignificant.

Source: City of Norwalk Vacant and Underutilized Parcel Survey

10. RISK OF UPSET. Will the proposal involve:

a) A risk of an explosion or the release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?

Yes, but mitigation will reduce the impact below a level of significance. The City of Norwalk consists primarily of single-family residences with some regions of commercial and industrial use. Portions of the City could be contaminated from past activities involving the storage, use, or disposal of hazardous materials, while other portions may be unaffected. Remediation (clean-up) of hazardous wastes found at a project site is required if excavation is performed at the site; or it may be required if other activities are proposed. Federal laws, such as the Resource Conservation, and Recovery Act of 1976 and the Comprehensive Environmental Response Compensation and Liability Act, also known as Superfund, require responsible parties to report any known hazardous waste contamination of soil or groundwater to the Environmental Protection Agency. The California Hazardous Waste Control Law also provides important regulation of hazardous materials. On the local level, the Los Angeles Regional Water Quality Control Board, South Coast Air Quality management District, Los Angeles County Department of Health Services, Fire Department, and Department of Public Works may also provide services, or maintain responsibility related to hazardous material regulation. Through these measures, hazardous waste cleanup may be facilitated, resulting in no significant effect on future residents. To mitigate future hazardous waste problems, the County Fire Department requires businesses handling hazardous materials to submit an annual inventory of their materials to establish a "business plan" in the event of a release or threatened release of materials. Through continued support of existing hazardous waste clean-up programs, and support of enforcement efforts to monitor future hazardous waste matters, this impact can be reduced below a level of significance.

Source: City of Norwalk Department of Public Safety

b) Possible interference with an emergency response plan or an emergency evacuation plan?

No. The Safety Element of the General Plan provides the basis for adopting a Multi-Hazard Functional Plan, which will serve as the emergency response plan for the City of Norwalk. As a result, the City of Norwalk will be better equipped to respond to both urban and natural hazards. Therefore, the proposed General Plan will not have a significant impact on emergency response.

Source: City of Norwalk Public Safety Department; State of California Office of Emergency Services.

11. POPULATION. Will the proposal:

a) Alter the location, distribution, density or growth rate of the human population of an area?

Yes, but the level of impact will be insignificant. In terms of location, the proposed Land Use Changes do not substantially alter the spatial distribution of land uses. In fact, existing land use patterns are reinforced. The maximum residential build-out capacity provided for under the existing and proposed General Plans are identified in the table below:

MAXIMUM RESIDENTIAL BUILD OUT CAPACITY Based on Existing Land Use Element			
Land Use Designation	Total Acreage	Maximum Dwelling Units/Acre	Maximum Dwelling Units
Low Density Residential	3,647	9	32,823
Medium Density Residential	14	16	224
High Density Residential	371	22	8,162
Specific Plan Area/Planned Unit Development[2]	71	varies	1,566
TOTAL	4,103	not applicable	42,775
Based on Proposed Land Use Element			
Low Density Residential	3,117	9	28,053
Medium Density Residential	12	16	192
High Density Residential	272	22	5,984
Specific Plan Area/Planned Unit Development	71	varies	1,566
TOTAL	3,472	not applicable	35,795

Though the proposed residential acreages represent a reduction in total available land, the bulk of the lost acreage is composed of public school properties which are not likely to be converted to residential uses. Thus, the location and distribution of the population will not experience significant changes, even though the theoretical build-out is substantially reduced.

[2]Only residential Specific Plan Area/Planned Unit Development land use designation were included in this figure. Commercial oriented Specific Plan Areas and Planned Unit Developments are not included in this calculation.

In addition, even though the future growth rates will vary from past growth rates, the difference will not have a significant adverse effect. During the 15-year period of 1980-1995, the population grew at a rate of 14.9%, whereas the 15-year period between 1995-2010 is proposed to increase by 8%.

CITY OF NORWALK POPULATION CHANGES		
Year	Population	Percent Change
1960	88,739	not applicable
1970	91,829	+3.48%
1980	85,286	-7.13%
1990	94,279	+10.54%
1995	97,959	+3.90% (5 years)
2000 (projected)	99,974	+2.06% (5 years)
2010 (projected)	105,794	+5.5%

Based on the discussion above, the proposed General Plan will not have a significant adverse effect on population.

Source: Draft Land Use Map of the General Plan.

12. HOUSING. Will the proposal:

a) Affect existing housing, or create a demand for additional housing?

Yes, but mitigation will reduce the impact below a level of significance. The Land Use and Housing Elements provide for a total of 27,518 households by the year 2000, and 29,028 households by the year 2010, or an average of 117 new households per year. To meet this anticipated increase in the number of households, 956 new housing units must be constructed between 1990 and 2000, for an average of 191.2 new housing

units per year.

The Housing Element is intended to ensure that "safe and decent housing" is provided for all Norwalk residents. Programs contained within that element, which address issues such as housing affordability and production, are designed to meet anticipated demand for housing caused by the project. Thus, adequate mitigation has been provided.

Source: Draft Housing Element of the General Plan; City of Norwalk Housing Authority and Community Development Block Grant program.

13. TRANSPORTATION/CIRCULATION. Will the proposal result in:

a) Generation of substantial additional vehicular movement?

Yes, but mitigation will reduce the impact below a level of significance. Population and employment growth will increase traffic. The Circulation Element of the General Plan includes goals, policies, and objectives to meet the needs established by the Land Use Element, as well as other portions of the General Plan. This Circulation Element states that, with the proposed land use changes, "the street and highway LOS (levels of service) remains within acceptable levels". Thus, provided that the implementation measures are followed in the Circulation Element, no significant effect is anticipated.

Source: Hartzog and Crabill, Inc.

b) Effects on existing parking facilities, or demand for new parking?

Yes, but mitigation will reduce the impact below a level of significance. New development contemplated by the General Plan will require the provision of new parking facilities. Review of existing Zoning Ordinance provisions should occur, to ensure that parking will continue to be provided in the amount necessary to meet demand. Provided that this occurs, no significant effect is anticipated.

Source: City of Norwalk Zoning Ordinance.

c) **Substantial impact upon existing transportation systems?**

No. The City of Norwalk has a network of public transit routes providing access to employment centers, shopping and recreational areas. The network includes routes operated by the Metropolitan Transportation Authority, the Norwalk Transit System, as well as, the Green Line and MetroLink. Together, these public transit systems can meet the ridership growth of the City of Norwalk.

Source: City of Norwalk Transportation Department, Metropolitan Transportation Authority

d) **Alterations to present patterns of circulation or movement of people and/or goods?**

No. The only change that would occur with the proposed General Plan is the elimination of San Antonio Drive as a truck route. This change is not significant, since there are other routes that will enable a truck to reach the I-5 freeway. Otherwise, no road closures or additions are proposed. Thus, no significant change in the present pattern of circulation or movement of people is anticipated.

Source: Hartzog and Crabill, Inc.

e) **Alterations to waterborne, rail or air traffic?**

No. See Section 13.c. above.

f) **Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?**

Yes, but mitigation will reduce the impact below a level of significance. Any increase in the number of persons in the transportation network can cause an increase in hazards. The Circulation Element includes provisions

to ensure that any identified hazards will be removed, and to ensure careful planning of new improvements to prevent the creation of new hazards. Implementation of these measures will mitigate any potential impacts.

Source: City of Norwalk Community Development Department, Engineering Division

14. PUBLIC SERVICES. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

a) Fire protection?

Yes, but mitigation will reduce the impact below a level of significance. The increase in population anticipated in the proposed General Plan may require additional fire services; however, with 6,980 fewer housing units to service, build out to the maximum limit permitted by the proposed General Plan would result in a lower potential demand for fire protection services than the existing General Plan. When compared with the existing General Plan, the proposed increase in demand for fire protection services is not significant. Notwithstanding, to mitigate any potential increases in the demand for fire services, the City of Norwalk should ensure the provision of adequate fire flow rates in all new development, and provide additional fire protection facilities and services, if existing facilities and services are determined to be inadequate to provide for public safety. Economic growth is an important part of the General Plan, where increased commercial activity in the City of Norwalk may provide additional sources of revenue to the City for expanding police protection services, if necessary. Since these mitigation measures are contained within the Utility Infrastructure and Safety Elements, implementation of the goals, policies, objectives, and implementation measures contained therein will reduce any potential impact below a level of significance.

Source: City of Norwalk Public Safety Department

b) Police protection?

Yes, but mitigation will reduce the impact below a level of significance. As stated in the preceding section, the increase in population anticipated in the proposed General Plan may require additional public services, such as police service. With 16.6% fewer housing units and less acreage set aside for office and industrial uses, however, build out of the proposed General Plan would result in a lower potential population increase than the existing General Plan. When compared with the existing General Plan, the proposed increase in demand for police protection services is not significant. To mitigate any potential increases in the demand for police services, the City of Norwalk should, as discussed in the Safety Element, consult the County of Los Angeles Sheriff's Department for review of certain land use and development entitlements to provide for "defensible spaces" and greater law enforcement access. Also, if existing facilities and services are determined to be inadequate to provide for public safety, then facilities and services should be expanded. Economic growth is an important part of the General Plan, where increased commercial activity in the City of Norwalk may provide additional sources of revenue to the City for expanding police protection services, if necessary. Adequate mitigation will be provided if goals, policies, objectives, and implementation measures of the Safety Element are adhered to.

Source: City of Norwalk Public Safety Department

c) **Schools?**

No. Based on the 1990 Census, each housing unit generates 0.72 students. Therefore, with 6,980 fewer housing units, the proposed General Plan would result in approximately 5,026 fewer students than the existing General Plan. This is clearly a significant reduction in the demand for school services and, therefore, the proposed General Plan will improve the ability of schools to provide educational services. For this reason, no significant impact is anticipated.

Source: 1990 Census

d) **Parks or other recreational facilities?**

No. As stated in the Open Space Element, the City's goal is to provide not less than 1 acre of usable public recreational open space per 1,000 persons. With approximately 129 acres of City-owned parkland, and an estimated population of 97,959 in 1995, the City provides 1.32 acres of parkland per 1,000 persons. To maintain the City's park standard of 1 acre per 1,000 persons, the City's population could, theoretically, grow to a maximum of 129,000 persons, albeit there are other constraints to growth. Thus, with regard to recreational open space, existing recreational resources are ample to meet the projected population growth stated in the Housing Element and, further, no significant impact is anticipated on park services.

Source: City of Norwalk Park and Recreation Services Department

e) Maintenance of public facilities, including roads, and other governmental services?

No. The increase in population anticipated in the General Plan will, of course, require additional public services. However, since the proposed General Plan represents a significantly lower growth potential, no significant impact is anticipated. Furthermore, commercial and economic growth will occur under the proposed General Plan update, which will assist with the payment for any increased demand for public services.

Source: City of Norwalk Community Development Department

15. ENERGY. Will the proposal result in:

a) Use of substantial amounts of fuel or energy?

No. Lower growth potential will result in lower energy consumption. In addition, utility services are adequate to serve projected growth. The Gas Company anticipates that growth in the City of Norwalk can be served from existing mains in the area. Natural gas can be provided without any major impact on overall system capacity or service to existing customers.

The availability of natural gas service is based upon present conditions of

gas supply and regulatory policy. As a public entity, The Gas Company is under the jurisdiction of the California Public Utilities Commission. The Gas Company can also be affected by actions of federal regulatory agencies. Should these agencies take any action which affects gas supply or the condition under which service is available, gas service will have to be modified to reflect the changed conditions.

Southern California Edison (SCE) provides electrical service to the City of Norwalk. Existing power tie-ins are considered adequate to meet the demand generated by the current land uses. SCE will install electrical distribution facilities in response to Norwalk's projected growth. Electrical demand problems are not anticipated. However, should a shortage of energy and/or generating capacity ever occur, SCE will apportion its available supply of electricity among its customers as set forth in Rule No. 14, Shortage of Supply and Interruption of Delivery.

Source: The Gas Company, GTE, SCE

b) **Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?**

No. See Section 15.a. above.

16. **UTILITIES AND SERVICE SYSTEMS. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:**

a) **Power or natural gas, communications systems, water, sewer or septic tanks, storm water drainage, solid waste and disposal.**

Yes, but the level of impact will be insignificant. See Section 15.a. above. In addition, telephone service in the City of Norwalk is provided by General Telephone (GTE), and cable television is provided by Charter Cable Television. Currently, the telecommunication infrastructure is adequate to serve the City. Improvements to the system are part of GTE's and Charter's long-term plans, and no problems are anticipated in providing service for future residential developments.

In Norwalk, solid waste collection is undertaken by private disposal services and the County conducts periodic hazardous waste collection. Solid Waste from the City of Norwalk can be routed to various landfills, operated by the County Sanitation District and private industry. The choice of which landfill to use is made by the individual haulers serving the City. The closest landfill facility operated by the Sanitation District is Puente Hills Landfill, located approximately 10 miles north of Norwalk. The Spadra Landfill, privately owned and operated and located in Pomona, also serves the City of Norwalk. The California Integrated Waste Management Act of 1989 (the "Act") requires cities to meet solid waste reduction goals set by the State. The City is required to reduce solid waste generation by 25% by 1995, and by 50% by the year 2000. Continued compliance with the Act will reduce impacts below a level of significance.

Based on the foregoing, the proposed General Plan will not create demand that can not be met, related to public utilities.

Source: The Gas Company, GTE, SCE

17. **HUMAN HEALTH. Will the proposal result in:**

a) **Creation of any health hazard or potential health hazard (excluding mental health)?**

No. See Sections 1.g., 3.i., 6.b., 10.a., 10.b., and 13.f.

b) **Exposure of people to potential health hazards?**

No. See Section 17.a. above.

18. **AESTHETICS. Will the proposal result in:**

a) **The obstruction of any scenic vista or view open to the public?**

No. There are no scenic vistas or views open to the public within the City of Norwalk that require special consideration. Thus, no impact can occur.

Source: Field survey conducted by the Community Development Department

b) The creation of an aesthetically offensive site open to public view?

Yes, but mitigation will reduce the impact below a level of significance. New development can result in buildings with incompatible design. The proposed General Plan includes a Community Design Element which is intended to ensure that new and existing development will be compatible with existing development. Implementation of the goals, policies, objectives, and implementation measures within that document will ensure that new development will not create a negative aesthetic effect.

Source: City of Norwalk Community Development, Planning Division.

19. RECREATION. Will the proposal result in:

a) Impact upon the quality or quantity of existing recreational opportunities?

No. See Section 14.d.

20. CULTURAL RESOURCES. Will the proposal:

a) Result in the alteration of or the destruction of a prehistoric or historic archaeological site?

No. There are no known or recorded archaeological sites within the City of Norwalk. Therefore, no impact can occur.

Source: City of Norwalk Community Development Department, Planning Division; State of California Office of Historic Preservation

b) Result in adverse physical or adverse effects to a prehistoric or historic building, structure, or object?

No. The Educational and Cultural Resources Element will facilitate the preservation of all known cultural resources. Some historic buildings listed in the Educational and Cultural Resources Element include:

- The Sproul Museum (1870)
  12237 Sproul Street
- Paddison Ranch Buildings (1878)
  11951 Imperial Highway
- The Darius David Johnston House (1891)
  (Hargitt House)
  12436 Mapledale Street
- Front Street Buildings (late 1800's)
  Front Street

The proposed project will serve to further protect these historic resources and, thus, will not create a significant effect on the environment.

Source: City of Norwalk Community Development Department, Planning Division; State of California Office of Historic Preservation

c) Have the potential to cause a physical change which would affect unique ethnic cultural values?

No. The Educational and Cultural Resources Element also attempts to protect resources of ethnic or cultural value. This element, and the Open Space Element, include programs that will provide for greater cultural and ethnic awareness and, thus, will not affect ethnic or cultural values.

Source: City of Norwalk Recreation and Park Services Department.

d) Restrict existing religious or sacred uses within the potential impact area?

No. The proposed General Plan update does not include any specific goals, policies, objectives, or implementation measures which would restrict existing religious or sacred uses within the project area.

Source: Draft Land Use Element of the General Plan.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

a) **Potential to degrade: Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, to eliminate a plant or animal community, reduce the number or restrict range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

No. The quality of the environment, particularly air resources, could be degraded by development contemplated by the General Plan. Considering that the City's growth potential will be reduced when compared with the existing General Plan and, further, considering the extensive implementation measures which are proposed with the General Plan to improve the environment, the proposed project would serve to improve the City's existing environmental condition. Therefore, the proposed General Plan would not have a potential to significantly degrade the environment.

b) **Short-term: Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively, brief, definitive period of time. Long-term impacts will endure well into the future.)**

No. Short term impacts, especially construction related impacts, will be mitigated. Noise and emissions from construction, in particular, will be reduced through the goals, policies, and implementation measures contained within the proposed General Plan. Despite these short term impacts, the proposed General Plan will have a positive long-term environmental effect. In addition to conformance with requirements of state law for updating the Housing Element, and maintaining an internally consistent plan that reflects current community values and issues, the General Plan provides long term goals, policies, and implementation

measures that will substantially improve the environmental condition of the City. Thus, despite the existence of some insignificant short term impacts, the project will not result in long term impacts.

c) **Cumulative: Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect on the total of those impacts on the environment is significant)**

No. The proposed General Plan establishes a lower growth potential than the existing General Plan, and the proposed General Plan contains a significant number of new goals, policies, and implementation measures to improve the City's existing environmental condition. The project will not create significant cumulative impacts.

d) **Substantial adverse: Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

No. Any growth that occurs can create potential adverse impacts on human beings. Since the proposed General Plan includes goals, policies, objectives, and implementation measures to eliminate adverse effects to the extent that is reasonably possible, no significant impact is anticipated.

22. ANALYSES OF CONSISTENCY WITH EXISTING LAND USE CONTROLS.

The General Plan serves as the foundation for all land use controls, and dictates the permitted uses and intensity of uses of land. Therefore, any amendment to the General Plan may have a residual effect on existing land use controls. Section 65860© of the California Government Code states that, "In the event that a zoning ordinance becomes inconsistent with a general plan by reason of amendment to such a plan, or to any element of such a plan, such zoning ordinance shall be amended within a reasonable time so that it is consistent with the general plan as amended". Goals, policies, objectives, and implementation

measures throughout the General Plan refer to the modification, addition, and/or deletion of certain Zoning Ordinance provisions. Thus, provided that the City of Norwalk engages in a study of zoning consistencies, no adverse effect on land use controls is anticipated.

23. PREPARER.

Prepared by:
Bing H. Hyun, Senior Planner,
City of Norwalk Community Development Department, Planning Division

SECTION 4
MITIGATION MEASURES

For effects that are less than significant with mitigation incorporated, the mitigation measures are listed in the following table.

MITIGATION MEASURES			
Initial Study Section Number	Mitigation Measure(s)	General Plan Section to be Revised	Responsible Monitor
EARTH 1.g.	Implement goals, policies, and objectives of the Safety Element, particularly as it relates to safety measures for seismic hazards.	Not applicable	Community Development Department, Planning Division and Building and Safety Division

MITIGATION MEASURES			
Initial Study Section Number	Mitigation Measure(s)	General Plan Section to be Revised	Responsible Monitor
AIR 2.a.	Add the following implementation measures to the Conservation Element: 1. Continue to support regulations of the South Coast Air Quality Management District 2. Improve traffic conditions within the community. 3. Encourage pedestrian and alternative modes of transportation. 4. Implement provisions of the Transportation Demand Management Ordinance. 5. Continue implementation of the County of Los Angeles Congestion Management Program. 6. Adopt mitigation measures related to air quality for new projects that will reasonably and effectively reduce impacts to air resources. 7. Ensure that all projects comply with requirements of the South Coast Air Quality Management District related to watering of construction sites. 8. Adopt conditions of approval for projects	Conservation Element	Community Development Department, Planning Division

MITIGATION MEASURES			
Initial Study Section Number	Mitigation Measure(s)	General Plan Section to be Revised	Responsible Monitor
AIR 2.b.	Add the following implementation measure to the Land Use Element: 1. Review Zoning Ordinance to determine if adequate controls exist for the regulation of odor creating uses.	Land Use Element	Community Development Department, Planning Division
WATER 3.b.	Implement goals, policies, objectives, and implementation measures of the Utility Infrastructure Element, particularly as it relates to storm drainage.	Not applicable	Community Development Department, Planning Division and Engineering Division

MITIGATION MEASURES			
Initial Study Section Number	Mitigation Measure(s)	General Plan Section to be Revised	Responsible Monitor
WATER 3.e.	Implement goals, policies, objectives, and implementation measures of the Conservation Element, particularly as it relates to the National Pollution Discharge Elimination System.	Not applicable	Community Development Department, Planning Division and Engineering Division
WATER 3.g.	Add the following implementation measure to the Conservation Element: 1. Support and encourage efforts to prevent groundwater contamination, including: the construction of interception wells followed by wellhead treatment; incorporation of vertical sampling of groundwater quality; and other efforts to prevent contamination of the groundwater supply.	Conservation Element	Community Development Department, Planning Division and Engineering Division

MITIGATION MEASURES			
Initial Study Section Number	Mitigation Measure(s)	General Plan Section to be Revised	Responsible Monitor
WATER 3.h.	Implement goals, policies, objectives, and implementation measures of the Utility Infrastructure Element, particularly as it relates to improving water service and the use of reclaimed water.	Not applicable	Community Development Department, Planning Division and Engineering Division
PLANT LIFE 4.c.	Add the following implementation measure to the Conservation Element: 1. Review Zoning Ordinance to determine consistency with the State of California Water Conservation in Landscaping Act.	Not applicable	Community Development Department, Planning Division
NOISE 6.a. and 6.b.	Implement goals, policies, objectives, and implementation measures of the Noise Element.	Not applicable	Community Development Department, Planning Division

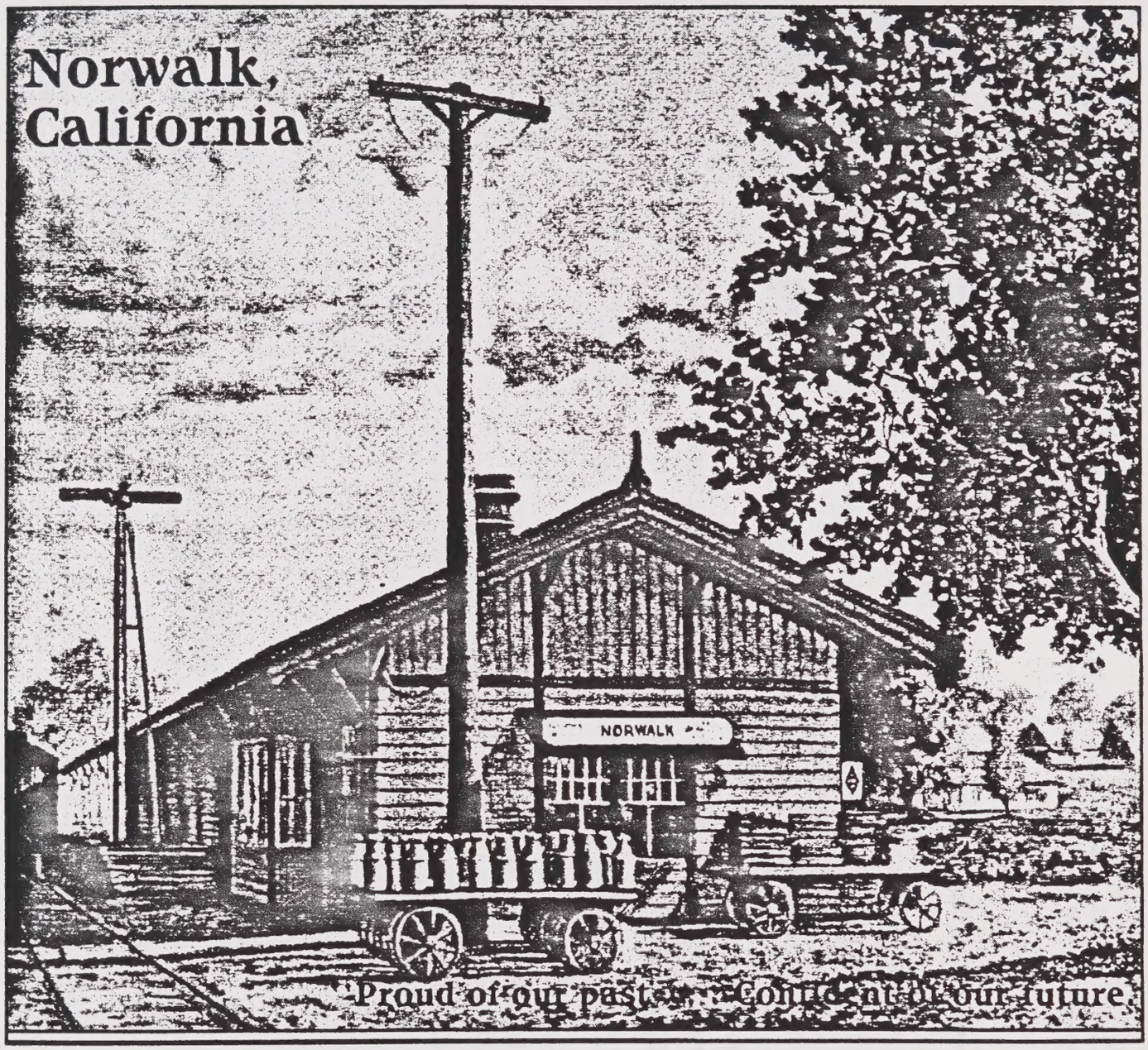
MITIGATION MEASURES			
Initial Study Section Number	Mitigation Measure(s)	General Plan Section to be Revised	Responsible Monitor
LIGHT AND GLARE 7.a.	Implement goals, policies, objectives, and implementation measures of the Community Design Element and Land Use Element, particularly as they relate to architectural review and compatibility between properties.	Not applicable	Community Development Department, Planning Division
LAND USE 8.a.	Add the following implementation measures to the Land Use Element: 1. Review Zoning Ordinance to determine if modifications, additions, and/or deletions should occur, as related to non-conforming buildings and uses. 2. Conduct Zone Changes to ensure consistency between the Land Use designation and the Zoning designation.	Land Use Element	Community Development Department, Planning Division

MITIGATION MEASURES			
Initial Study Section Number	Mitigation Measure(s)	General Plan Section to be Revised	Responsible Monitor
RISK OF UPSET 10.a.	Implement goals, policies, objectives, and implementation measures of the Safety Element, particularly as it relates to the development of a multi-hazard functional plan and add the following policy to the Safety Element: 1. Support and encourage existing hazardous waste programs and enforcement efforts to monitor hazardous waste matters.	Not applicable	Community Development Department, Planning Division and Public Safety Department
HOUSING 12.a.	Implement goals, policies, objectives, and implementation measures of the Housing Element.	Not applicable	Community Development Department, Planning Division, Community Development Block Grant Division; City of Norwalk Housing Authority

MITIGATION MEASURES			
Initial Study Section Number	Mitigation Measure(s)	General Plan Section to be Revised	Responsible Monitor
CIRCULATION 13.a.	Implement goals, policies, objectives, and implementation measures of the Circulation Element.	Not applicable	Community Development Department, Planning Division and Engineering Division
CIRCULATION 13.b.	Add the following implementation measure to the Circulation Element: 1. Review existing off-street parking requirements to ensure that an adequate amount of off-street parking is provided.	Circulation Element	Community Development Department, Planning Division and Engineering Division

MITIGATION MEASURES			
Initial Study Section Number	Mitigation Measure(s)	General Plan Section to be Revised	Responsible Monitor
CIRCULATION 13.f.	Implement goals, policies, objectives, and implementation measures of the Circulation Element, particularly as it relates to local thoroughfares and transportation routes and bicycle and pedestrian facilities.	Not applicable	Community Development Department, Planning Division and Engineering Division
PUBLIC SERVICES 14.a.	Implement goals, policies, objectives, and implementation measures of the Safety Element and Utility Infrastructure Element, particularly as it relates to fire protection and fire flow.	Not applicable	Community Development Department, Planning Division
PUBLIC SERVICES 14.b.	Implement goals, policies, objectives, and implementation measures of the Safety Element, particularly as it relates to police protection.	Not applicable	Community Development Department, Planning Division

MITIGATION MEASURES			
Initial Study Section Number	Mitigation Measure(s)	General Plan Section to be Revised	Responsible Monitor
AESTHETICS 18.b.	Implement goals, policies, objectives, and implementation measures of the Community Design Element, particularly as it relates to architectural review.	Not applicable	Community Development Department, Planning Division



VISION NORWALK
The City of Norwalk General Plan
End of Document

RESIDENTIAL USES

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL

COMMERCIAL USES

- NEIGHBORHOOD COMMERCIAL
- PROFESSIONAL OFFICES
- GENERAL COMMERCIAL

INDUSTRIAL USES

- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL

OTHER USES

- OPEN SPACE/SCHOOLS / PUBLIC FACILITIES
- 1 SEE NOTE BELOW — SPECIFIC PLAN AREA / PLANNED UNIT DEVELOPMENT
- INSTITUTIONAL

LEGEND

- CITY HALL
- COURT HOUSE
- POLICE / SHERIFF
- COMMUNITY COLLEGE
- HIGH SCHOOL
- JUNIOR HIGH SCHOOL
- ELEMENTARY SCHOOL
- FIRE STATION
- HEALTH CENTER
- OTHER PUBLIC FACILITY
- PARK
- LIBRARY
- HISTORIC / CULTURAL SITE
- TRANSPORTATION CENTER
- TRANSPORTATION CORRIDOR

NOTE: EACH SPECIFIC PLAN AREA IS AN INDEPENDENT LAND USE DESIGNATION. COLORS ARE ILLUSTRATIVE OF SIMILAR LAND USE ONLY.

GENERAL PLAN LAND USE MAP

ADOPTED BY RESOLUTION NO. 4393 ON FEBRUARY 29, 1996

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